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ABSTRACT

This collection of cartographic projects grew out of a professional development summer institute for teachers conducted in 1995 in the History Department of the University of Illinois at Chicago. Curriculum materials developed during the institute were used in various classrooms during the following school year. The collection contains selected examples of an assignment in which small groups of teachers were given a single map from a county atlas and asked to develop a picture of that community at its given date. These sheets, called "focus maps," became primary sources for understanding U.S. history. Following an introduction, project titles in the collection are: "East Troy Township, Wisconsin, 1873: 'The Home of True Picturesque Beauty and Enterprise'" (Sheila Gallagher; Sally Shleker; Nancy Zordan); "Cleveland's First Ward, 1874: An American Community Comes of Age" (Lydia Ronning; Grant Phillip); "Norwich, New York: A Community in Transition, 1875" (Ronald Thomas; William Lyons); "Salsbury Township, 1876: An Analysis of the Map in the 'Lehigh County Atlas'" (Stacy Flannery; John F. Shelton; Tom Wolff); "Falls Township, Pennsylvania: A Prosperous Farm Community in 1876" (Katja Stonebraker; Marc Rosier; Nancy Bruzzini); "Dresbach, Minnesota: Dreams along the Mississippi in 1894" (Erwin Bill; Beth Sparacino; Ann Ternenyi); and "Sheboygan Harbor, Wisconsin: The Promise of Industry in 1902" (Edward Kania; John Mullins; Rachel Winick). The syllabus for "Cartographic Traditions in American History" is included, as well as are seven focus maps for the regions studied. (BT)

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# COMMUNITY PORTRAITS:

## County Atlases as Resources for Teaching U.S. History

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**Edited by Gerald A. Danzer and Mark Newman**

**The University of Illinois at Chicago**
**1997**

Cartographic Traditions in American History
sponsored by the National Endowment for the Humanities

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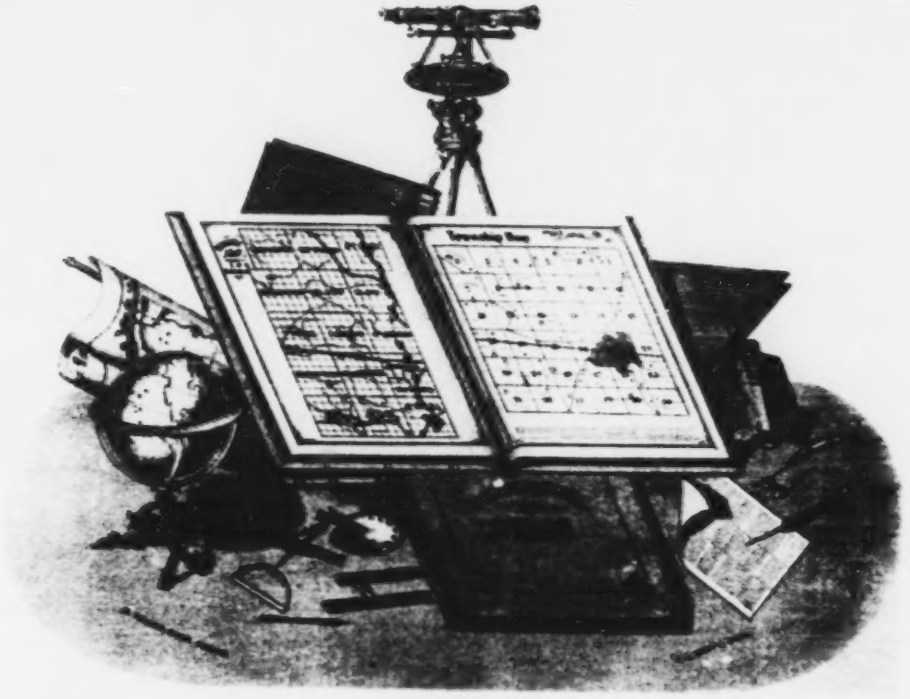
# COMMUNITY PORTRAITS:

## County Atlases as Resources for Teaching U.S. History



**Edited by Gerald A. Danzer and Mark Newman**

**Layout and Design by Laura Pinsof and Margarita Sinclair**

**The University of Illinois at Chicago**
**1997**

Cartographic Traditions in American History
sponsored by the National Endowment for the Humanities

# Preface

"Cartographic Traditions in American History," a project for the professional development of teachers, was conducted in the Department of History in the University of Illinois at Chicago from January 1995 to June 1997. Its centerpiece was a 1995 summer institute for teachers. Curriculum materials developed during the institute were used in various classrooms over the following school year. In 1996-1997, they were revised and used in workshops held at various professional meetings. One assignment from the summer institute provoked so many comments from the workshop participants that we decided to collect selections from the activity and issue this series of *Community Portraits,* as a modest contribution to developing cartographic literacy in our nation's schools.

The portraits started as an assignment in which small groups of teachers were given a single map from a county atlas and asked to use it to develop a picture of that community at its given date. These sheets, which we called "focus maps", became primary sources for understanding American history. The students were also supplied with a photocopy of the title page of the atlas from which the focus map was taken and sent to the Newberry Library where they struggled to make some sense of the map. At the beginning there was "much wailing and gnashing of teeth," but after several visits to the library the groups began to get the idea and for about half of the class the project soon took over their lives. Weekend visits were quickly scheduled and we had students in Wisconsin, Minnesota, Iowa, and Ohio tracking down more information but, more importantly, visiting the sites of their maps a century later, reading the landscape with historical documents in hand.

Some of the teachers developed splendid curriculum materials out of this assignment, others used it to simply enjoy the thrill of completing a research project. Their excitement, we are sure, carried over into their teaching and added to that fund of personal experiences that teachers need to draw upon as they go about their work. It is in that spirit that we offer these samples to the profession.

Selections from several of the projects as well as the focus maps themselves comprise the body of this effort. A brief introductory section provides a context for the county atlases and the curricular use of their large-scale maps. A final section reproduces the syllabus for the "academic course" portion of the summer institute and full-page versions of the focus maps in case readers want to reproduce copies for use in their own classrooms.

The whole project on Cartographic Traditions in American History was a preliminary effort. So far as we could discover, no course that historically surveyed American maps had been taught on the university level. Nor had the county atlas received much attention as a potential resource for instruction in the schools. Professor Michael Conzen, who lectured at the summer institute, has conducted extensive research on this cartographic type and has published a number of scholarly studies exploring the nature and purpose of county maps and atlases, but these splendid documents seldom appear in history textbooks or school classrooms. If this preliminary collection leads to increased awareness on the part of educators, it will have served its purpose.

A special world of gratitude is due to Laura Pinsof and Margarita Sinclair, two students in the M.A. program for teachers of history at UIC, who are primarily responsible for the production of *Community Portraits*. Laura provided editing and the layout of the pages. Margarita served as the managing editor, addressing a host of details to keep the book on

track. Mark Newman did the copyediting in addition to overseeing the project as a whole. Gerald A. Danzer selected the maps from his personal collection and provided the introduction. Finally, the University of Illinois at Chicago provided key support to pick up where the National Endowment for the Humanities funding left off. We acknowledge the help of the Department of History, the Office of Social Science Research, and the Great Cities Institute.

Gerald A. Danzer
Mark Newman

## Community Portraits:
## County Atlases as Resources for Teaching U.S. History


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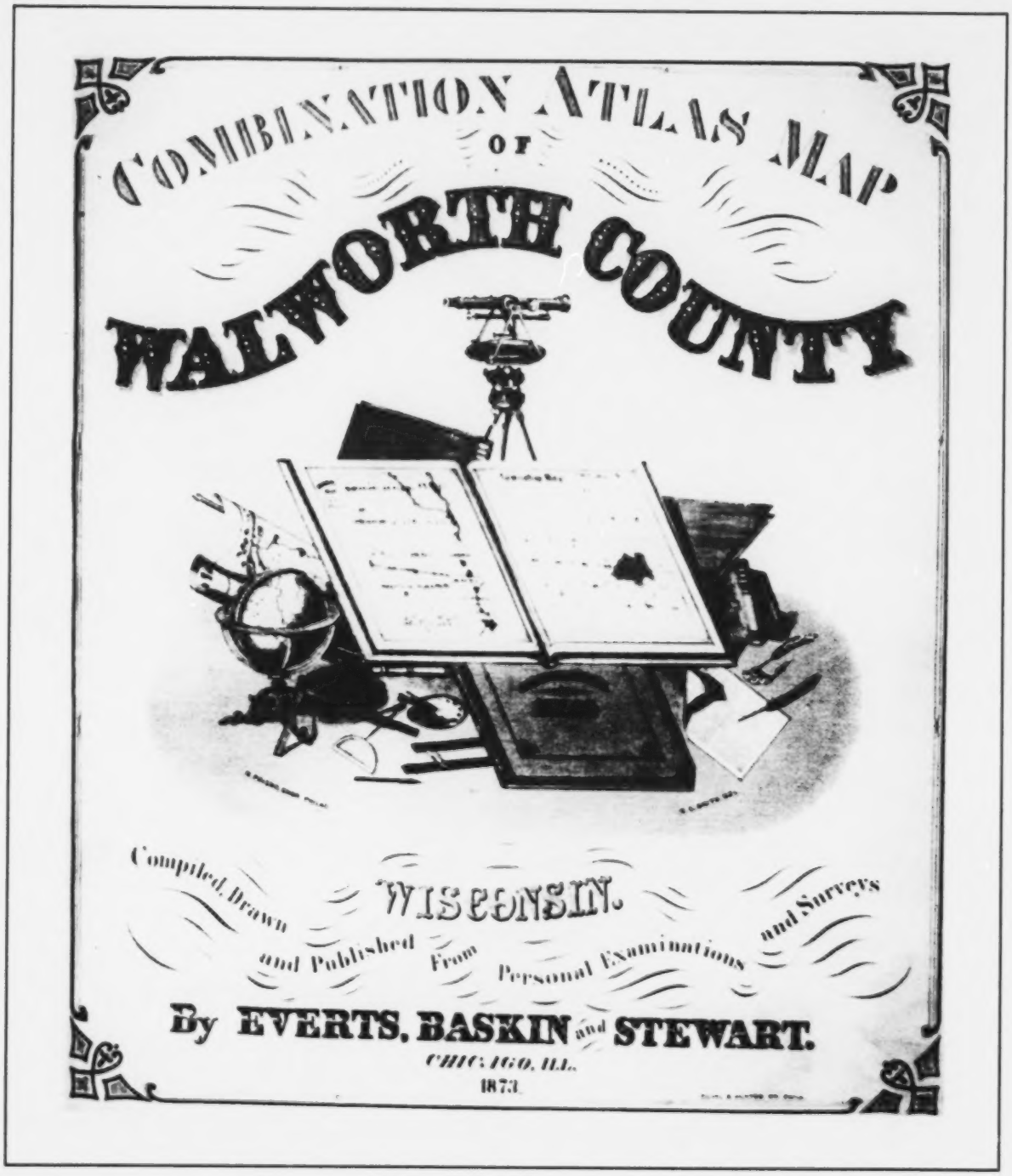
Figure 1


COMBINATION ATLAS MAP
OF
WALWORTH COUNTY
Compiled, Drawn and Published From Personal Examinations and Surveys
WISCONSIN.
By EVERTS, BASKIN and STEWART.
CHICAGO, ILL.
1873

# County Atlases and Their Maps: An Introduction

**by Gerald A. Danzer**

The American county atlas was deeply rooted in English cartography, but it took special circumstances in the United States to make it flower after 1870, when hundreds of these luxurious display volumes appeared in print. Although examples of the genre could be quite varied in size and content, most followed a standardized format and were produced by several firms located in a few select cities. Several dozen individual titles produced by the printing house of Duval & Hunter and its successors in the 1870's used a standard illustration on their title pages. Figures 1 and 2 show two such atlases for Walworth County, Wisconsin in 1873 and Bucks County, Pennsylvania in 1876, both of which were used in the Cartographic Traditions project.

The Duval & Hunter image features a county atlas opened to a two-page spread with a county map on the left and a township map on the right. The former is an accurate map of Kane County, Illinois, one of the early volumes issued by the Philadelphia firm in 1871 or 1872. All 16 civil townships are named on this small map which also features the Fox River with its string of towns at the right and two branches of the Chicago & North Western Railroad. The small squares are sections from the Land Office survey measuring about one mile on each side. The township on the right hand page seems to be fictional, although it carefully numbers the 36 sections that make up a surveyor's township. These surveyors' townships were often later transformed into civil townships, but such was not always the case as the county map on the left hand page illustrates.

Another copy of the atlas props up the featured maps and reveals that this is a combination atlas. The word "combination" originally indicated that all the township maps used the same scale so that pages from the book could be removed, and the townships combined to make a large wall map of the county. Actually, the reverse was the case in many early county atlases. Large wall maps were cut up along the township lines and pasted onto pages to make an atlas. This practice was continued by smaller publishers such as A. C. Warner in Dixon, Illinois who put together a cut-and-paste atlas of his Lee County around 1886.

By this time, however, the idea of a combination atlas had expanded to indicate a volume which combined maps of different scales, eventually reaching a world map. Warner & Beers, a prolific publishing house in Chicago, made a practice expanding their books into "combined town, county, state, national and general atlases." (See for example, *Atlas of Marshall Co. and the State of Illinois to which is added an Atlas of the United States, Maps of the Hemispheres, &c,&c,&c,* 1873). But in many ways the national and world-wide coverage merely added value (and pages) to a popular publication. The appeal of the county atlas remained embedded in the way it combined a local atlas, a promotional piece on the area, a vision of how the community might look in the future, and a local history or biographical record celebrating the progress that had been made from the first European settlement up to the present date.

The frontispiece illustrations in figures 1 and 2 explicitly underscore the expanded use of the word "combination" by the presence of the globe and map scrolled up on the left. The books and documents stacked at the right hand side of the figure, along with pen and inkwell, suggest the historical records which were summarized in the combination atlas. One could push still further in exploring the connotations of the word by noting the surveying and drafting instruments in the

Figure 2

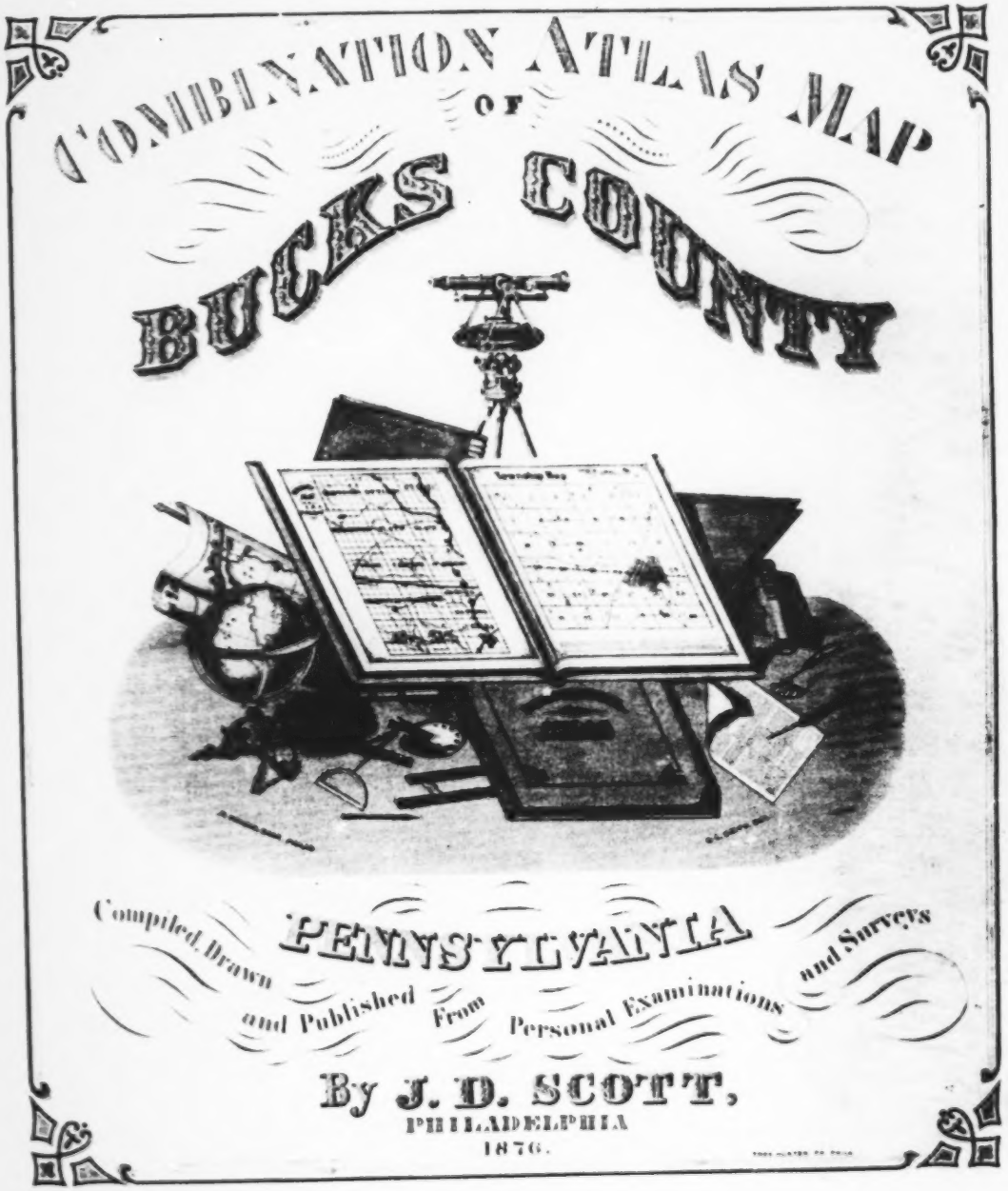



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figure which stressed the scientific nature of cartography and the artist's brush and palette used in decorating the maps. Atlas production combined science and art.

The engraver, N. Friend of Philadelphia, is also identified at the lower left as well as the delineator, C. L. Smith, who traced the image on the lithographic stone. This personalization of the production process typified the making of a county atlas. A surveyor-artist, who also might double as a salesman and promoter, walked every road in the county to bring his maps, usually borrowed from the county clerk's office, up-to-date. While on the road he sketched images of houses, farms, stores, or businesses and even portraits of residents who became patrons for the proposed atlas. Although the production of the folio followed a general pattern, and a standardized format might be used, each page was unique, produced only after on-site visits to carefully sketch the local landscape. This blend of a standard format with a concern for uniqueness makes the county atlas a useful historical source and a helpful educational tool.

An important ingredient in the success of an atlas was its accuracy. No one knew the landscape better than the people who purchased these atlases. A volume marked by many errors or gross mistakes would soon be exposed by the knowledgeable audience, ruining further sales. While the atlas maps gave complete and systematic coverage to every square mile in the county, illustrations, portraits, and biographical entries were reserved for those who paid a fee. Lithographs of a house or a farm always presented the scene in the best light possible, featuring mature plantings, immaculate lawns, prize-winning cattle in the fields, handsome horses pulling expensive carriages, and even an ornamental gazebo or fountain that the owner of the property hoped to afford some day in an often distant future. That positive features were emphasized and unsavory items omitted should come as no surprise given the desire of the promoters to please their customers, make a sale, and rack up a profit.

The golden age for the production of county atlases came at the juncture of three salient developments. First, the perfection of lithography accompanied revolutions in printing press design, paper manufacturing, and mechanical bookbinding, which transformed the process of book production in the decades following the Civil War. The second factor was the passing of the pioneer period which encouraged established families to provide their children with a record of what the early generation had accomplished. The third factor was a dynamic between rural areas, small towns, and big cities that ushered in the prosperity of the railroad age and which underwrote the substantial cost of these luxurious books.

Almost all of the major county atlases had an urban connection in terms of their development and production. The idea for most projects probably started in a city like Philadelphia, Chicago, or Minneapolis. Here the decision to do the book was made and the initial funds were advanced. The volumes were then subsequently produced in city printing shops and shipped by rail to the featured communities. A careful inspection of a typical county atlas shows that they featured towns and villages, as well as farms. The county seat was usually the central attraction in each atlas, and the county courthouse was often the most prominent illustration. Town residents probably bought more than their share of county atlases. Just like their country cousins, merchants, local manufacturers, professional people, civic leaders, and the clergy used them to document their successes and to promote their interests.

The county atlas was a product of the railway age, a period in which the bonds between farms, towns, and cities were continuously strengthened. Trains provided the linkage between the place of production and the place of consumption just like wagon roads knitted townships together into a county and connected villages with the surrounding farms. It is no accident that the railroads as well as the roads are featured so prominently on that frontispiece image.

In fact, a county needed the right balance between urban and rural characteristics to receive an elaborate atlas. These were very expensive items to purchase and apparently led to family arguments when someone let pride of ownership go to his head, exchanging the family's savings for a fancy book. There had to be enough families with discretionary funds and proper motivation to purchase an atlas. Prosperous farmers might make up the bulk of the subscription list, but townspeople were also needed, preferably in a county seat large enough to attract a railroad or two.

If a county was too urbanized, it tended to split into several market areas and the unity provided by the county focus was lost. Moreover, to achieve comprehensive coverage in an urban county the volume would need to be large in size and hence more expensive. Then the atlas makers faced competition from other forms of city maps produced for city directories, the real estate interests, and the fire insurance industry. Hence only a few urbanized counties received a full-blown county atlas. *The Atlas of Cuyahoga County, Ohio by D. J. Lake* (Philadelphia: Titus, Simmons & Titus, 1874) required over 200 sheets, many of them large fold-outs, plus the help of five assistant compilers to complete the job. The publisher would need hefty sales to recoup his investment from such a venture and the street smarts of city people might make it a hard sell for his agents. Urban residents did not always have the deep roots, pride of place, and identification with the county that characterized prosperous rural areas.

## The Roots of the American County Atlas

The roots of the American county atlas reached back to seventeenth-century England where county maps provided a convenient way and a useful scale for planning travel or locating places. Manuscript cadastral maps, showing who owned the land, were also commonplace as lands were enclosed, tithes commuted to taxes, properties registered, or government surveys conducted to regularize taxation. Wealthy gentleman farmers sometimes commissioned decorative maps to be made of their estates as showpieces to adorn the walls of their manors. These grew out of more practical estate plans which managers used to administer large landholdings according to the principles of "scientific agriculture." The germs of the American county atlas can be readily discerned in each of these prototypes: the English county map, the cadastral map, and the estate plan.

Three more distinctly American roots also contributed to the county atlas. The land office maps produced under the Land Ordinance of 1785 and its successors created the orderly rectangular pattern of the township and range system used by the federal government in disposing of its territories. Wherever the land office system was used, the section lines laid down by the surveyors became the grid used in the county atlas maps. Indeed, the original maps drawn by the government surveyors often were the mother maps for the county atlases in these areas, either directly through the land office maps or indirectly through the county land records.

The county atlas also usually included maps of the various towns and villages in the county. These town plans had their origins in the subdivision plats recorded in the county clerk's office and occasionally printed as promotional items. Town plans, of course, demanded much larger scales than the township maps and the space was often used to good advantage by the cartographer to note landmarks on the page: schools, churches, civic buildings, stores, hotels, mills, factories, depots, parks, monuments, and so on. The details available on these village and town sheets provide clues to the economic underpinnings of the community that are often difficult to ascertain on the township and county maps.

To help readers develop favorable impressions of the area, compilers of atlases often included

statistical data on the county's population, agricultural production, and industrial output. Historical details such as the county's contribution to the Civil War effort, accounts of its early settlement, stories of local heroes, and biographical sketches outlining the achievements of the book's patrons also enriched volumes designed for more affluent counties. In these cases, one may find roots going back to the commemoration sermons delivered on civic anniversaries or Fourth of July orations, both of which were often printed in pamphlets and occasionally elaborated with illustrations, statistics, and information about the community.

## The Heritage of the American County Atlases

In their day, however, the county atlases served a variety of purposes. They marked the achievements of pioneer farmers and town founders. They presented portraits of an orderly and prosperous civilization which had emerged in the railroad age. Newcomers to these communities used the atlas to mark their claims on the land. How many parents gathered their children and pointed with pride to the family name printed on a special quarter section of land? As they did so they participated in the American saga, confirming the values of industry, patriotism, and community spirit that marked their generation. If the atlases, in their illustrations as well as their text, idealized things, the rhetoric certainly fit the occasion, permitting patrons to glimpse Utopia just a bit ahead of time, but surely on its way in the "Age of Improvement."

In addition to commemoration and celebration, the American county atlas met practical needs in the selling of real estate; it promoted local stores, shops, and services; it assisted the planning of civic improvements; and it helped people find their way to a distant farm or village. County atlases were designed for home use on the parlor table, but they could also usually be located in the offices of lawyers, realtors, newspaper editors, the county clerk, and the tax assessor.

As time went by, the atlases tended to become more businesslike, emphasizing the maps, reducing the illustrations, and often eliminating the biographical and historical accounts. As pictures of individual farms and businesses disappeared, the volumes spoke less about the gathering together of individual families into communities. In a new guise, they became mouthpieces for the community as a whole. As the books became less personal, a farmer or a merchant would no longer speak about "my page".

The booster function of the county atlas remained in place, but it was the community as a whole that was elevated, not its constituent parts. Thus the *Atlas of Morrison County, Minnesota* compiled and published by Philip S. Randall and R. R. Reilly (Little Falls, Minnesota, 1920) pointedly told its audience that "Morrison County invites you for business, pleasure and health. . . . Each township has wonderful opportunities. Read every page—study every map. Our resources are open to you. . . . Come join us." (Treude, p. 14) Thus the atlas spoke for the community in a unified voice, not as a chorus of individual parts.

When it became possible to print photographs in books, the old fashioned engravings became obsolete. But photographs presented things as they were, not as patrons wanted them to appear. Some county atlases included photographs after the 1890's but these pictures never recaptured the spirit or the charm of the classic lithography.

Although county maps, atlases, and plat books continued to appear after 1920, they soon took on a much more utilitarian format, often dropping illustrations, town plats, and the commemorative apparatus of the traditional county atlas. Road maps took the place of township maps as the automobile liberated residents from a close dependence on a particular locality. The so-called "family atlases", which provided detailed maps of every state and continent, gave up local coverage

at the county or township level. A world atlas published by Rand McNally and Company or George F. Cram soon took the place of the county atlas on the parlor table as the nation gained an overseas empire in the 1890s. By 1920, a focus on county affairs seemed old-fashioned in the age of cars, good roads, and personal liberation. New atlases used words like "global," "world," "universal," or "cosmopolitan" in their titles.

For teachers and students of American history, however the old county atlases provide matchless cartographic and pictorial documentation for thousands of communities between 1870 and 1920. Like all documents, they must be considered in context and viewed with a critical eye. They also have a habit of provoking as many questions as they answer, engaging us in a lively conversation across stretches of time but anchoring the dialogue in the familiar soil of our local terrain.

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# East Troy Township, Wisconsin, 1873:

## "The home of true picturesque beauty and enterprise."

by Sheila Gallagher, Sally Schleker and Nancy Zordan

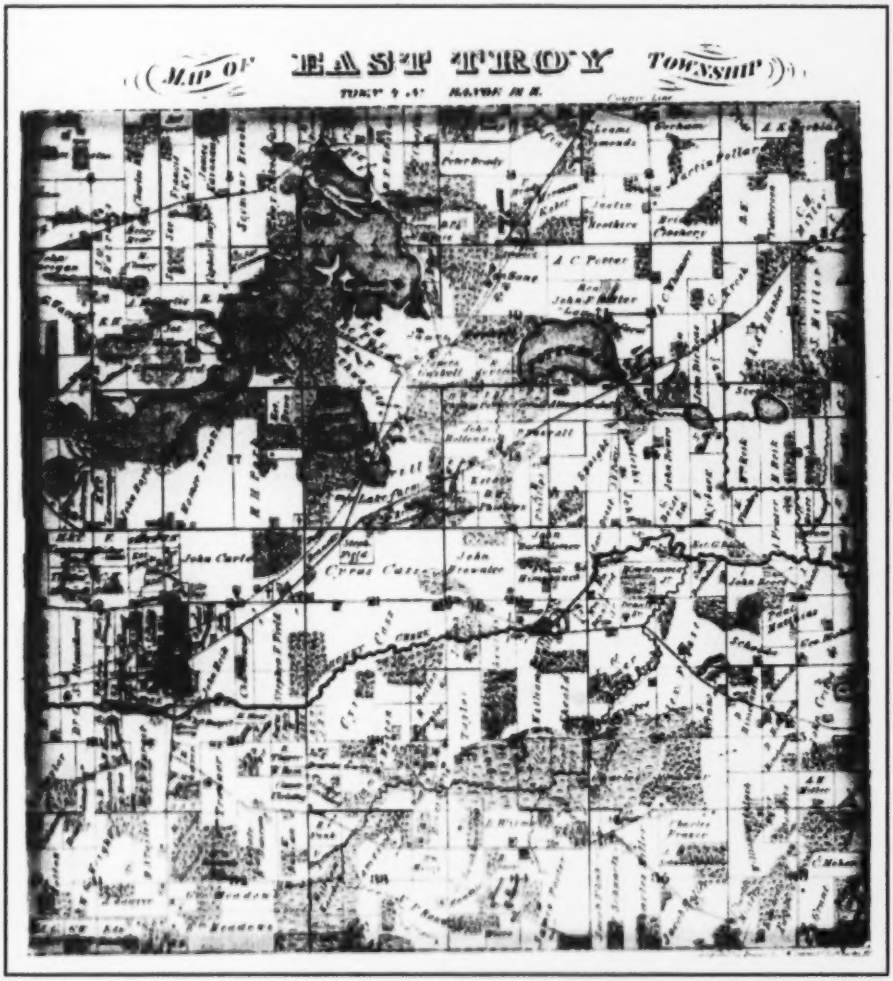
***Editor's Note:*** *The map of East Troy Township presents numerous opportunities for students of all ages to explore a Midwestern American community in 1873. Note how much of the area in this township was covered by lakes, woods, and wetlands. The teachers working on this map noted its value in stimulating discussion. No map can answer all the questions it raises, but this one is especially adept at provoking students to inquire once they start exploring its details.*

### Introduction:

East Troy Township, in the northeast corner of Walworth County, Wisconsin, was called one of the richest in the county. Excellent soils and the availability of water power determined the village's location.

The map shows two mills on Honey Creek and one on the outlet of Crooked Lake. The village grew up around the mills.

In 1873, East Troy also had a hotel, a public school and several machine shops. Mineral springs near the village were said to have rare and curative properties, hopefully promising a bright future in the tourist trade.

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## East Troy: Profile of a Community

- **Prominent bodies of water and their locations:**
  1. **Honey Creek** running through the village.
  2. **Potter's Lake** was the property of the Honorable John F. Potter, owner of Lake Side Farm. Mr. Potter was a Congressman from Wisconsin who, according to his biographical sketch, "defended the glory of our national character on the floors of Congress when treason stalked rampant and weak men trembled" (*Biographical Record of Walworth County*, 1894).
  3. **Army Lake**, today the location of a large Salvation Army camp.
  4. **Crooked Lake** (have students trace its shoreline to confirm the truth of its name).

- **Women Land Owners**

  The map indicates six parcels of land owned by women: Bridget Closhery, Betsey Chafin, Ann Thomas, Sarah See, Jane Chamberlin, and Bridget Crosthwaite.

- **Proposed Railroad**

  The proposed M&B (Milwaukee and Beloit Co.) Railroad, which begins in section 30 and angles northeast through section 2, was never constructed. During the 1850s, the M&B line passed 10 miles north and about 10 miles south of the township. A second line from Chicago crossed the county 5 miles east of the township. East Troy was without a railroad for more than 40 years while areas surrounding it were crisscrossed with rails. It wasn't until 1907 that the first electric line to Milwaukee connected East Troy to the rest of the area.

- **Schools**

  Locate some of the schoolhouse symbols on the map; then discuss the following data on the township's educational system in 1873:
  1. Number of school districts: 7
  2. Number of children school district can accommodate: 564
  3. Number of school age children in town: 542
  4. Number of school age children attending: 498
  5. Number of teachers employed: 16
  6. Average monthly salary: male: $49.40<br>female: $25.92
  7. Amount of money raised for school purposes: $4,020.47
  8. Cash value of schoolhouses in town: $6,250

- **Economic Statistics: East Troy in 1873**
  1. Value of land: $449,362
  2. Value of village lots: $69,150
  3. Amount of personal property: $202,791
  4. Number of horses: 602
  5. Number of meat cattle: 1,164
  6. Number of mules and donkeys: 9
  7. Number of pigs: 1,341
  8. Number of sheep: 7,291

# Cleveland's First Ward, 1874:

## An American Community Comes of Age

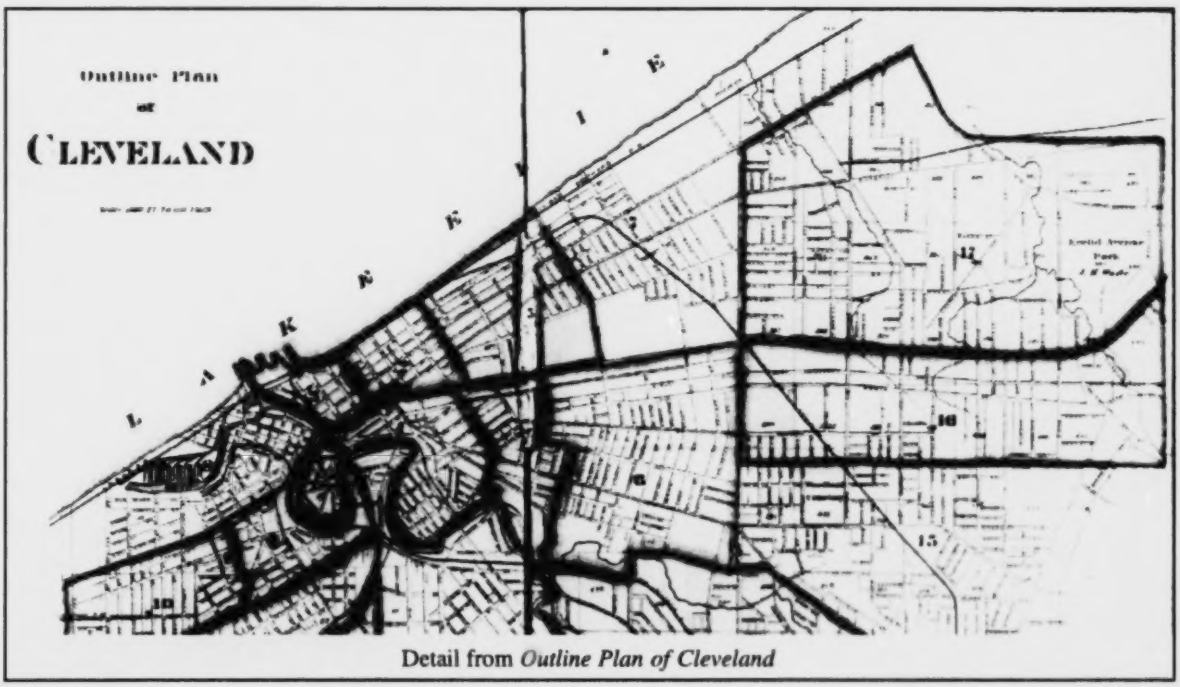
by Lydia Ronning and Grant Phillip

***Editors' Note:*** The Atlas of Cuyahoga County, Ohio, *compiled by D.J. Lake, a civil engineer, was one of the few county atlases to feature a city. Two high school teachers used the First Ward sheet in this atlas to reconstruct a larger picture of Cleveland's urban development. Mr. Phillip used a personal visit to the site to help him write the general introduction to the map. Ms. Ronning compiled a variety of pictorial sources in addition to the map to create an audiotape tour of "Cleveland in 1874." The map and audiotape were featured in a session at the annual meeting of the National Council for the Social Studies in November, 1995.*

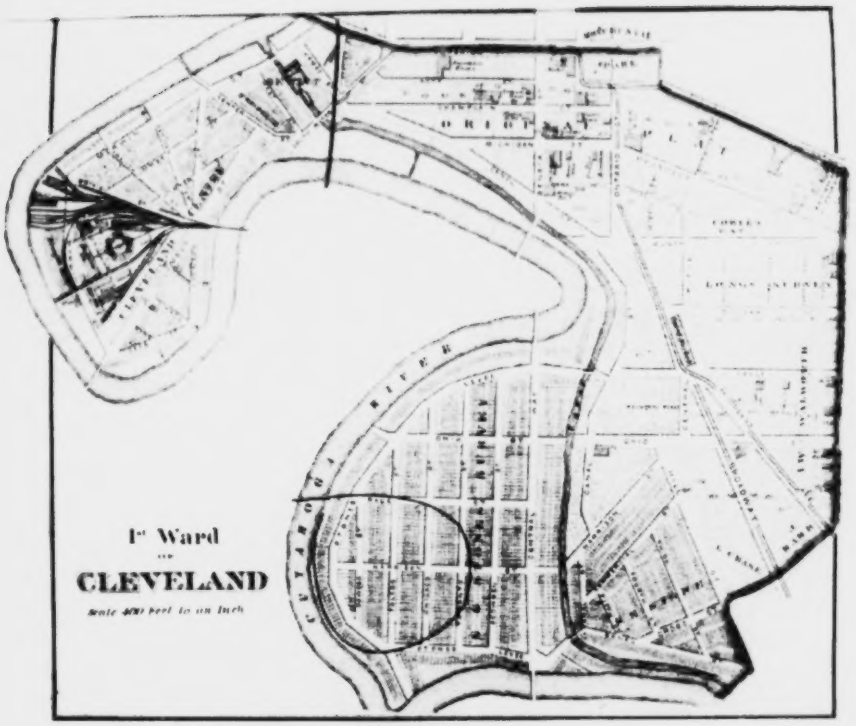
### Cleveland's First Ward Map, 1874: An Introduction

In 1874, Cleveland's First Ward was bounded by the Cuyahoga River on the west and south, Superior Avenue on the northeast, Euclid Avenue on the north, Erie Street on the east, and Cross Street on the southeast. The Ohio Canal roughly parallels the River through the First Ward. Like many American cities, the First Ward encompassed the city center, including City Hall and a commercial district. A ward is a municipal electoral district usually represented by an alderman. The Cuyahoga River flows north toward Lake Erie. The word Cuyahoga means "jaw" and refers to the shape of the river near its mouth.

The westernmost part of the First Ward, inside an ox-bow-shaped area of the Cuyahoga, was known as Cleveland Centre. By 1874, Cleveland Centre was dominated by the Cleveland, Columbus, Cincinnati and Indianapolis (CCC and I) Railroad. A roundhouse, freighthouse, elevator, depot, iron works and several railroad shops occupy most of the land. A railroad bridge connects the CCC and I facilities to the Ninth Ward.




Detail from *Outline Plan of Cleveland*




*Note the unusual shape of Cleveland's 1st Ward. What natural boundary created this shape?*

Cleveland Centre and the area bounded by Stones Levee and Central Way are part of an area called The Flats. The Flats are lower than the surrounding land because they are in the Cuyahoga River floodplain. There is a steep embankment which runs parallel to and east of Canal Street through the First Ward.

Northeast of Cleveland Centre is the commercial and government center of Cleveland. Several hotels are located here, as is the City Hall and courthouse. The center of this district is the Cleveland Public Square, also called Monument Park, originally a ten-acre town commons. The Public Square is crossed by Superior Avenue and Ontario Street, Cleveland's original main thoroughfares.

East and south of the Square are the beginnings of residential areas. Several churches line Erie Street, and the public high school is on Euclid Avenue near Erie. All of the First Ward's churches line Erie Street, except for St. Mary's on the Flats which is in Cleveland Centre on Columbus Street. The Central Market at the intersection of Broadway, Woodland and Central Streets apparently served this area. Horse-drawn trolleys on Woodland and Broadway connected central Cleveland to the surrounding countryside.

Finally, the area between Stones Levee and the Ohio Canal is shown with a street grid in place, apparently for residential development. However, this area was developed for industry, not housing. The railroad spur which curves into the area from across the river is a harbinger of future industrial development.

The First Ward was primarily industrial and commercial by 1874. Although there was a residential area in the eastern part of the ward, all of the areas near the Cuyahoga River were developed for industry.

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## History of Cleveland

Nineteenth-century Cleveland history can be divided into three distinct eras. First came an attempt to re-create a New England village in the wilderness. Second was the commercial town spurred and sustained by the Ohio and Erie Canal. Finally, the railroads brought industry and development to Cleveland.

Moses Cleaveland was the city's founder. His original layout followed a New England town model: a large public square set amid a simple right-angle grid system. This town was in place by 1815 and proved adequate for the next 15 years. Cleveland's geographic isolation and several devastating epidemics held the population to about 500 people.

By 1832, the last sections of the Ohio and Erie Canal had been completed. The Canal connected Lake Erie to the Ohio River at Portsmouth. Settlers and commerce flowed into Cleveland as it became a major Great Lakes port. The street system was dramatically expanded, though the order and symmetry of the New England town was lost. The population ballooned to 5,000 in 1835.

**The First Ward was in some ways a victim of the Industrial Revolution in the United States. Its carefully planned New England town was overwhelmed by the Canal Era and later obliterated by the railroads.**

An especially interesting area during the Canal Era was Cleveland Centre. In 1833, this peninsula was planned as a residential section by Richard Hilliard, Edmund Clark and James S. Clark. It featured a boat landing where the Union Elevator stood in 1874, and a bridge over the Cuyahoga River at Columbus Street. The project went bankrupt during the 1837 Depression and Cleveland Centre was converted to commercial and industrial uses.

For two decades, the Ohio and Erie Canal and water-borne commerce dominated Cleveland. Agricultural products were transferred from canal packets to Great Lakes ships at Cleveland. In return, textiles and other manufactured goods were moved south via the canal.

In the 1840s, however, a competitor arrived: the Cleveland, Columbus, Cincinnati, and Indianpolis Railroad. While it helped make Cleveland a major industrial center, it proved devastating to the canal. Trains could operate year-round, while the canal froze over in winter. Trains could travel over 50 miles per hour; canal boats traveled 3-4 miles per hour. Canals required expensive maintenance; railroads were relatively inexpensive. The canal bed in Cleveland was abandoned and leased to the railroad in 1879.

Cleveland's First Ward in 1874 was an area in transition. Though it was one of the city's first settled areas, the First Ward was in some ways a victim of the Industrial Revolution in the United States. Its carefully planned New England town was overwhelmed by the Canal Era and later obliterated by the railroads. The Cuyahoga River, the stimulus for the settlement of Cleveland, became a polluted dumping ground. Residential areas were pushed out of the First Ward by industrial development and overcrowding. Cleveland became a boomtown, providing jobs and creating wealth, but not without a price.

## A Tour of Cleveland in 1874

*Note: This is the script for a classroom tour of Cleveland to go with the audiotape or a specially prepared map.*

Welcome to Cleveland in 1874. I'll be showing you around the First Ward and telling you something of the area's 78-year history. My family was one of the first arrivals here. Grandfather came from Connecticut in 1796 with the first surveying team led by General Moses Cleaveland, of the Connecticut Land Company. It took them over 2 months in the wilderness, fording rivers and working their way through unbroken forests to get here from the East. They finally

arrived on July 4, 1796 and established a city east of the river and south of Lake Erie that was to be the capital for the Western Reserve of Connecticut. West of the river was still Indian country. Take a look at your map. See if you can find the river that divided the white settlement from Indian lands. Can you read its name?

(Pause)

It's the Cuyahoga River. Cuyahoga is an Indian word that means "jaw" and refers to its shape. If you look just to the north and to the east of the river you'll find Monumental Park or what used to be called the Public Square. This is the starting point of our tour. It is here that the city of Cleveland began. When General Cleveland's surveyors arrived in 1796 it was nothing but dense forest. Settlers cleared just enough of the trees to make room for a public square and farms for the few that decided to stay. At that time they built log cabins because they required less work and less skill than frame houses and could be quickly put together with hand tools which is all the settlers had available to them. In the early 1800's when my father was growing up, the public square was covered with tree stumps and was used mostly for grazing animals.

The town stayed small for a long time. It was just too difficult for people from the East to get here. The land was rugged and therefore difficult to cross. Sudden storms on Lake Erie made it dangerous to come by boat. And once they got here they found it a very unhealthy place. People got the ague and fever from living on the lowlands along the river and either died or were forced to move to higher ground. In 1800, there were only 7 people living here. In 1810, Cleveland consisted of fewer than 10 buildings. Those few homes were still surrounded by dense forest. Bears were known to come into the houses, even in the daytime, and carry away small animals. Wolves frightened people at night. It was only 60 years ago but it was a far cry from what you'll see here today.

Now let's leave the Public Square and walk east on Euclid Avenue. Thirty years ago, this street was home to the wealthiest citizens of Cleveland. But with the coming of heavy industry to this area people moved further east on Euclid. Today Euclid Avenue has many fine stores and businesses. Here at the corner of Euclid and Erie we have Central High School. Built in 1856, many thought its decorative touches and big library were much too extravagant for a high school. But no one could argue with its success. It boasts some famous graduates, most notably John D. and William Rockefeller. Perhaps you've heard of them. Do you know what business they are in?

(Pause)

Well, we'll hear more about that later. Let's walk down Prospect back to Ontario St. where we can ride the streetcar going south. While we wait here on Michigan and Ontario, I want you to look west on Michigan Street. Can you see the Striebinger House Hotel? It was opened just last year by the four Striebinger brothers and plays host to visiting show people and commercial men in town to do business. Next to the Striebinger is Paul Schmidt's Wine and Delicatessen Shop. They sell German wine, Swiss and Limburger cheeses, sardines, herrings, all kinds of things we never had here in the early days. If you look closely at the buildings we've seen so far you can tell they are new because they are made of brick and stone, and they are much fancier and taller than the simple old wooden houses of early Cleveland. It's the French style. As we walk around town see if you can guess whether a building is from early pre-1850 Cleveland or today's Cleveland. Also try to figure out what brought about the difference between the two styles.

You may wonder how Cleveland was able to change so much in 70 years time. It all started with the roads built right after the War of 1812. If you look at the two streets we walked down, Euclid and Prospect, you may notice that they have something in common with Broadway and Woodland further to the south. Can you tell what it is?

(Pause)

They are all diagonal streets and they are all heading out of town! Can you tell in what direction they are headed?

(Pause)

They head east and southeast. They connected Cleveland with Columbus, Pittsburgh and Buffalo. After the roads were built, all kinds of things started coming into town from the East and even overseas–people, goods, building materials, even regular mail deliveries on the stagecoach. This brought alot of changes around here. As the population grew and builders arrived, churches and schools were built. The town got its first newspaper and even a bookstore. The stagecoach became Cleveland's link to the outside world in the 1830's and 'forties. As we travel down Ontario Street you can see the various building styles of the different eras. The building on the far right is smaller and simpler. It dates from an earlier period, probably the '30's and '40's while the one on the far left has tall arched windows with ornate designs; that's an example of the newer style.

We are getting off at Ohio St. and walking west toward the old canal. Watch your step! We'll be going down a steep hill. On the left, we have the J. Kraus Brewery, one of several brewers who supply beer and ale to the more than 600 taverns in town. The canal has long ago been replaced by railroads but, in the 1830's and forties, it was key to the growth of the city. After it was finished in 1832, it linked the lake on the north to the river in the south. Do you know the names of the two waterways the Ohio Canal linked?

(Pause)

It joined Lake Erie on the north to the Ohio River in the south. It immediately changed this area. With the canal, even more goods and people came in and, for the first time, farm products from the interior could get to markets in the East. Everyone's business started to improve. The city became a trading center. As we travel on Canal Street we will be going north and then east to Cleveland Centre. In the canal era, Cleveland Centre was the warehouse district. By 1846, Cleveland's 50th birthday, produce and shipping merchants, grocers and supply stores lined the river front here.

All this growth and prosperity brought by the canal were not without their price. Malaria, typhoid and cholera broke out and was blamed on decayed matter in the canal. The end of the canal period was brought about by the coming of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, today known as the CCC&I. With it, this area along the river was claimed by industry. Starting in 1851, the railroad brought in a constant supply of raw materials to this area we call "the flats". The railroad's speed and ability to operate in winter as well as summer made it the preferred means of travel and shipping. Here in the flats, the rails met both water and land routes. When iron ore was discovered in the Upper Peninsula of Michigan it was shipped south over the Great Lakes to Cleveland. Do you know over which two Great Lakes the iron ore was shipped to get from upper Michigan to Cleveland?

Detail from *Outline Map of Cuyahoga Co. Ohio*

(Pause)

It was shipped down Lake Huron and across Lake Erie. Once here, the iron ore industry used Cleveland's furnaces, manpower and rails to process the iron ore and ship it on to other markets.

The biggest industry now is oil. People discovered some just south of here and have been shipping it up to one of the many refineries here ever since. But John D. Rockefeller is changing all that now. His oil refinery is taking over and the small guys are going out of business. His office is in the flats as is the Fulton Foundry and the new Sherwin Williams Paint Factory. The warehouses from the canal period are now joined by industrial plants and their dumps. It's much noisier and dirtier now. The river is smeared with oil and fires along the river are common. But some believe it's a small price to pay for the wealth and jobs it brings with it. Before we leave the flats, look at St. Mary's Church and guess whether it dates back to Cleveland's early or later period?

**In 1861, Abe Lincoln came to Cleveland's Public Square on his journey to Washington and his inauguration. Four years later, as Lincoln's body traveled across country to be buried in Springfield, the funeral procession stopped in Cleveland and Lincoln laid in state in the square.**

(Pause)

It is the area's first Catholic church, built in the 1830's by the parishioners themselves. Have you figured out what may have brought about the big change in building styles from a building like St. Mary's to one like the Striebinger House?

As we head uphill on Superior St. let me point out that the Superior Street Viaduct, so grandly illustrated on your picture of the flats, is not yet finished. Work is still underway. Finally, we come to our last stop, the famous Forest City House, known as one of the finest hotels in the West. Many organizations have met here. Its most controversial guest ever was Frederick Douglass who, in 1856, stayed here while speaking against slavery. It caused quite a stir and was the topic of many a conversation around the country. We are now back to our starting point - Monumental Park. It's been the scene of many political and historic events. In 1861, Abe Lincoln came to Cleveland and was met by cheers, shrieks, and ringing church bells as a parade went toward the Public Square on the new president's journey to Washington and his inauguration. Four years later, as Lincoln's body traveled across country to be buried in Springfield, the funeral procession stopped in Cleveland and Lincoln laid in state here in the Public Square. No longer the village green with grazing animals, today's Public Square is surrounded by commercial and government buildings. Yet, it remains a refuge where people can go to enjoy concerts and oratory or spend a leisurely afternoon with friends.

I hope you enjoyed your trip through time and space. I hope to one day be able to visit your neighborhood and era.

**Questions for further understanding**

1. What three stages did Cleveland progress through in the 19th Century?
2. What are some characteristics of a New England village? Of a Canal Era commercial town? Of an industrial urban center?
3. Which of the three eras would you prefer to live in? Explain your answer.
4. If you lived in Cleveland's First Ward in 1874, where would you want to live? Explain.
5. If you were the First Ward alderman in 1874, what goals would you have for the ward? How would you deal with overcrowding, air and water pollution, and housing problems?

# Norwich, New York:

## A Community in Transition, 1875

by Ronald Thomas and William Lyons

***Editor's Note:*** The Atlas of Chenango County, New York *from which this map was taken, appeared in 1875. Prepared "from actual surveys" by Block Nichols, the handsome volume was published by Pomeroy, Whitman and Company of Philadelphia. Our secondary school teachers immediately heard the map speaking about the importance of religion in American life in 1875 and the transition then underway from the Canal Era to the Railway Age. They also discovered that Norwich was featured by Steve Wulf as "My Kind of Town" in* Sports Illustrated, *79:26 (December 27, 1993), 102-109, a useful background piece for their teenage students to read.*

### Rails, religion, and Norwich

Norwich exhibits the elements of the transportation systems available in 1875. The county seat of Chenango County is located in east central New York, 35 miles northeast of Binghamton, 45 miles southwest of Utica. One of the pronounced features of this map is the transportation facilities. This site was important before the white settlers arrived because the confluence of the Chenango River and the Canasawacta Creek provided an occasional meeting place for members of the Iroquois League of Five Nations. According to local folklore, the Iroquois planted apple orchards and named the area for its natural beauty; Chenango means "beautiful."

This county atlas map shows a typical town in 1875 with a prominent display of churches in the center. Of the sixteen structures on this map, six are churches and all but one is located in the center of town. The churches that lie outside of the town center are the latecomers consisting of the Catholic Church and the unmarked African Methodist Church. The center of town is also easily identifiable by the courthouse, hotels, railroad depots and public square. Two schools along with an academy and several manufacturing structures are located in the 1st Ward.

Norwich incorporated the advantages of the modern transportation systems available in 1875. The canal and railroad seem to cut through the fabric of the community. But, it was through these modern transportation systems that the world came to Norwich. Norwich was served progressively by canoe, road, canal and railroad.

The New York state canal system completed in 1825 connected the markets of the western states to New York City, which eventually became the nation's primary commercial link to Europe. The Chenango canal was advocated by the people of Chenango county to help transport their agricultural products to distant markets. However, this branch canal received funding from the state legislature because it would provide central New York with access to coal from Pennsylvania. Completed in 1836, the Chenango Canal stretched from the Erie Canal at Utica to Binghampton in southern New York. An extension to the Susquehanna River followed a year later.

By the 1860's, the railroads became the transportation system of choice for goods as well as passenger travel, eventually surpassing the canal system. The railroads dramatically reduced the time and cost of shipping and travel. The Erie Canal continued to be a profitable investment for the state of New York, but the arterial canals became economically cumbersome due to high maintenance costs. The Chenengo Canal eventually ran a total debt of 1.3 million dollars. The map of 1875 illustrates a town already abandoning the canal system for a reliance on the railroad as the primary mode of transportation.

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## Guide to Norwich, N.Y., 1875

1. Chenango is a Native American town that means "beautiful". The scenic beauty of this town seems to be obscured by the prominence of the rectangular block and transportation facilities featured on the map.

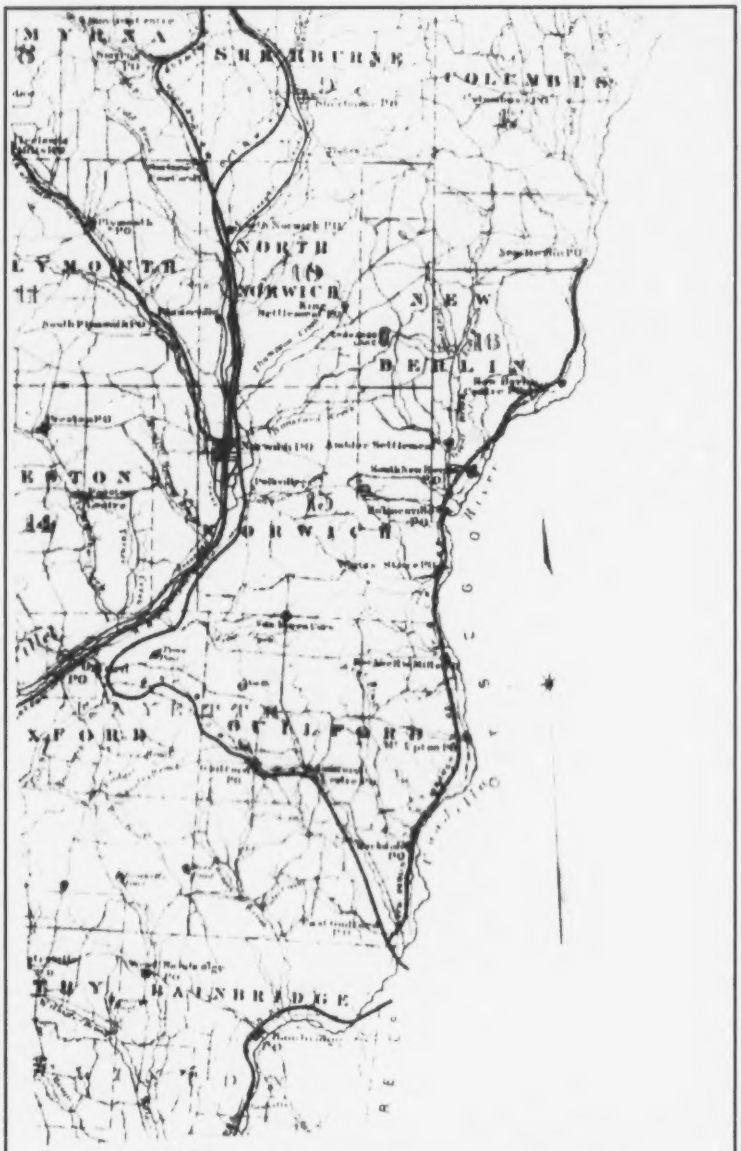
2. The railroad tracks appear to be more prominent than the canal. This gives the appearance that the railroad supersedes the canal.

3. St. Patrick's Roman Catholic Church is located in the northeast section of the town away from the other Protestant churches in the center of town.

4. Streets travel in an east/west and north/south direction and the street names do not cross from one ward to another.

5. The canal cuts the town in an irregular pattern which would indicate the changing gradients in the landscape.

6. There are many European influences apparent on this map; the streets laid in a grid system, the driving park, the access to the town by two main streets.




Detail from *Outline Plan of Chenango Co. New York*

### Items not evident on the map:

- A Native American or African American presence, churches, etc.
- The Native American burial grounds that were located at Birdsall and Front streets and Birdsall and York streets.
- Before the end of the Civil War, Norwich had the highest free black population in the country.

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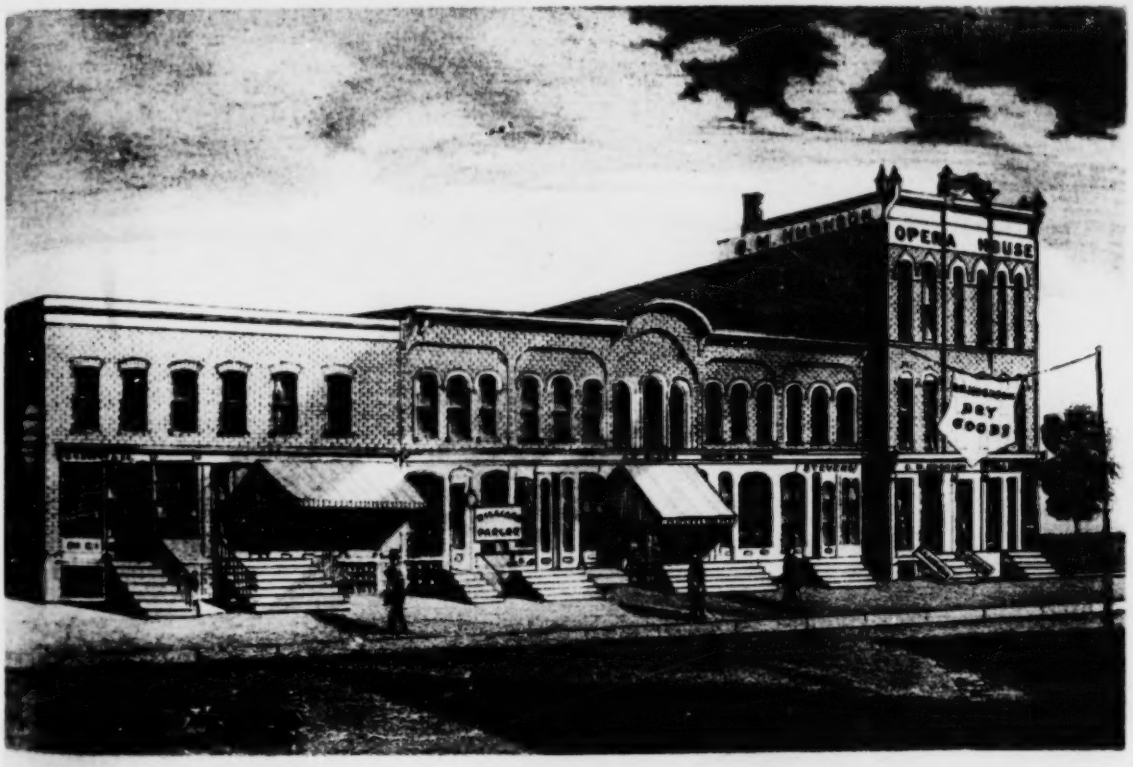


TELEGRAPH BLOCK HUGHSON BLOCK

*The row of commercial buildings served to advertise the individual businesses at the same time that it documented the economic importance of Norwich as the seat of Chenango County. The banner strung across the street seems redundant in calling attention to Mr. Hughson's enterprise since his name appears four times on the Opera House Building and in the caption as well. In contrast, the small buggy inserted on the left side of the print seems like an afterthought, disturbing readers with its shift in scale. Perhaps the small size of the horse was to suggest how imposing the commercial blocks appeared to their proud owners.*

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# Salsbury Township, 1876:

## An Analysis of the Map in the *Lehigh County Atlas*

by Stacy Flannery, John F. Shelton, and Tom Wolff

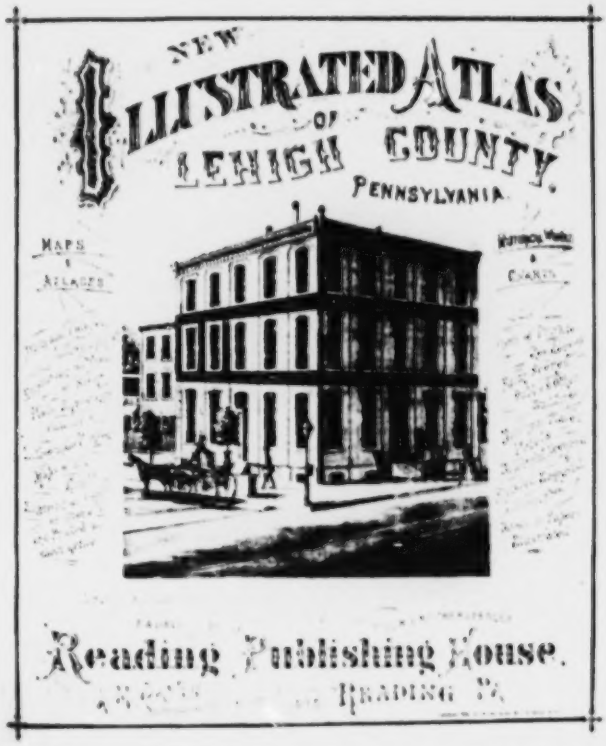
***Editors' Note:*** *There is a marked contrast between the townships we have previously met and Salsbury Township. The "township and range" system that created the familiar grid pattern found in the Midwest, is not evident in Salsbury. Instead, it was surveyed by the earlier "metes and bounds" system. This contrast has been put to good use by three Chicago area secondary school teachers. They wanted to have their students read a brief introduction to the map, analyze it in a class discussion, and then use it to take a tour of the area.*

### July 4 in Salsbury Township

The date is July 4th, 1876, one-hundred years after the United States gained its independence. The place is Mammoth Rock, a major local attraction in Salsbury Township, which is in Lehigh County, Pennsylvania. The setting is an Independence Day parade and most of the township's residents have lined the streets to observe the parade commemorating the centennial of this country's existence.

As the Independence Day parade rolls past Mammoth Rock, Jimmy asks his father who all the men marching in uniform are. Jimmy's father explains that those are the men from our township who fought to keep our nation from tearing apart. Jimmy had heard about the Civil War but never understood much about it. He did know for sure though that one day he wanted to wear one of those strong looking uniforms and march in the Fourth of July Parade.

While Jimmy was enjoying the parade and thinking about the men in uniform, his father was thinking back to the days when he was a young boy and his father and grandfather stood at this same location watching the same parade years earlier. He remembered asking his grandfather about the soldiers the same way his own son asked him about them today. He remembered how proud his grandfather was when he talked about the important role that the soldiers of Lehigh County played in helping the United States gain its independence. Jimmy's father thought about how the county has changed over the years and wonders what the future will bring.




Title Page from *New Illustrated Atlas of Lehigh County*

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Sealed in the mid-1900s, Salsbury Township's irregular shape is due to geography, the fact it was purchased from the Delaware and that it was organized by the metes and bounds system.

## Background: Salsbury Township

Lehigh County is part of the Kittatinny Valley in the southwestern part of the state of Pennsylvania. The word Kittatinny was used by the Delaware and it means "long, without end". The land was purchased from the Delaware in 1737. The agreement called for two match coats, four pair of stockings, and four bottles of cider in exchange for a large tract of land on the Lackhaw (the Delaware name for the Lehigh River). This agreement did not end of hostilities between the settlers of this land and the Native Americans. Native American raids and counterattacks were common as the county expanded.

Salsbury Township is bounded by the Lehigh River and the Lehigh Mountains. The Little Lehigh and the Little Trout are both important streams that flow through the township and drain into the Lehigh River. These waterways are an extremely important source of power to the many businesses scattered throughout the township.

The soil of Lehigh County is extremely fertile. Salsbury Township possesses particularly rich farming soil, mainly along the waterways that flow through it. The primary crops in Salsbury Township were: grains, wheat, rye, corn, barley, buckwheat and potatoes. Dairy farming was also a common occupation in the township of Salsbury.

The Lehigh Mountains, which form the southern border of the township, were a rich source of iron ore. This prompted a significant mining industry in Salsbury Township and throughout Lehigh County. As the mining industry expanded, efforts were made to create clearer routes to the outlying iron ore markets, mainly in Philadelphia. To accomplish this, the Lehigh Coal and Navigation Company began work in the 1850's on the Lehigh Canal. This method of transporting iron ore was plagued with problems. The locks and dams were often faulty, and flooding was uncontrollable and disastrous. As a result, the Lehigh Coal and Navigation Company abandoned the canal routes and opted for the railroads that were emerging at this time. The Lehigh and Susquehanna Railroad Company was founded in 1863 and boosted the county's mining industry. As Lehigh County grew in size and stature, Salsbury expanded along with it. The people of the township have worked industriously to promote growth and a better life for the future children of Salsbury township.



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## An Analysis Of The Salsbury Township Map From *The Lehigh County Atlas* (1876)

- **Orientation**
  The orientation of this map is to the North as indicated by the compass arrow.

- **Shape**
  The shape of Salsbury Township is hard to describe in that there are seven sides to the township. Compare Salsbury to townships in the Northwest Territory which are almost symmetric.

- **Size**
  Salsbury Township is approximately 19 square miles in size. This is different from a township in the Northwest territory in which most townships are six by six miles square, containing thirty-six square miles.

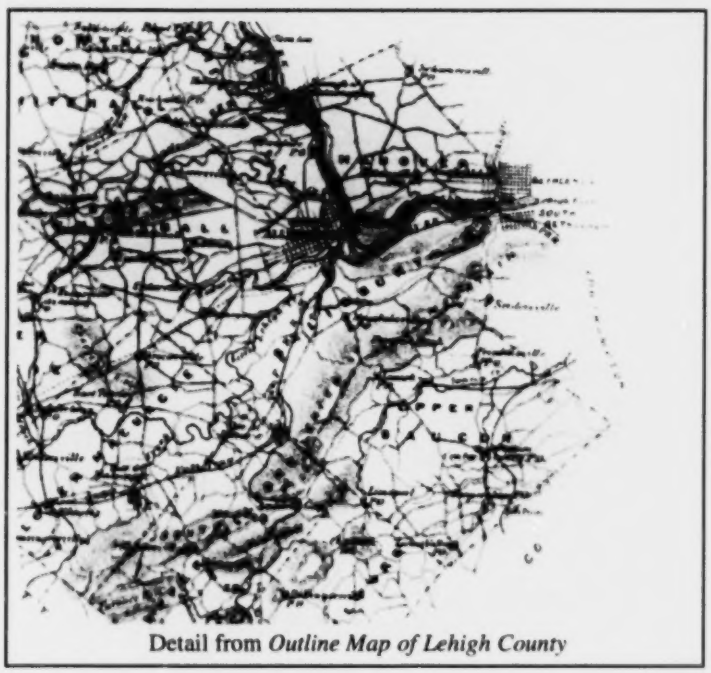
- **Location**
  Salsbury Township is located in Lehigh County, which is in northeastern Pennsylvania, just north of Philadelphia. Salsbury Township is one of the eight townships in Lehigh County.

- **Characteristics**
  1. This is a topographical map in that it shows the earth's surface.
     - Hills/mountains (Lehigh Mountains) are shown by hatched marks.
     - River (Lehigh River)
  2. This map informs the viewer about Salsbury Township:
     - The people who live there
     - Villages, towns, boroughs
     - Railroads
     - Cemeteries
     - Schools
     - Housing patterns
     - Roads/turnpike
  3. Symbols/designs on a map can be classified in several groups:
     - Abstract lines
       —scale
       —numerical system for distance: the numbers indicate distances in rods, from one point to another
       —boundaries
     - Pictorial symbols
       —housing —rivers
       —railroads —roads
       —mountains —housing patterns
  4. Names found on the map reflect the strong German influence in Lehigh County, i.e. Salsbury, Knecht, Uberoth and Kemmerer

- **Purposes of Salsbury Township Map**
  1. Show the shape and size of Salsbury Township
  2. Identify location where certain people live in Salsbury Township
  3. Show various transportation systems
  4. Identify some commercial ventures and their next locations
  5. Show various cultural and social institutions
  6. Provide a historical record
  7. Show Salsbury Township in relation to Lehigh County
  8. Show Salsbury Township in relationship to surrounding townships
  9. Commercial sale/profit

## Salsbury Township Tour:
### An American Community on the Eve of Industrialization

The tour begins with a view of Salsbury Township on the top of **Mammoth Rock** on the Lehigh hills. The elevated spot is about three miles southeast from Allentown, and a one-hour walk up the hill. As far as the eye can see, except on the north where the site is obstructed by the **Blue Mountains**, are well-cultivated farms, speckled with buildings. One cannot help but notice the stream of the Lehigh as it winds its way down the valley. On the south, east and west lie **Saucon** with its rich limestone farms. Look to the foot of the **South Mountain** and there lies **Emaus**, a post village built on one street that is about five miles southwest from Allentown. The town contains over thirty homes, a store and church. The church which stands here was organized in 1742 by the United Brethren of America



Detail from *Outline Map of Lehigh County*

The rest of the tour will occur by "walking" around Salsbury. The township was established by Germans who were seeking religious asylum. Thus, there will be a large focus on churches and schools that were established by these early settlers. The tour will end with the onset of industrialization and the focus will center on the beginnings of the industrial "foundation" that are obvious in 1876.

### Salzburg Church

Situated about two miles in a northeasterly direction from the old Moravian village of Emaus, this church was known ecclesiastically as Jerusalem's Reformed and Lutheran Church, yet it is commonly called Salzburg Church. The organizers of the two congregations are buried beneath the mounds designating their resting-places in the old graveyard of the church. The church was built in 1741. The land was owned by Henry Roth and John Martin Bamberger, and contained two acres. The church was built in three stages, the third of which was finished in 1819. The courtyard of the church serves as a burial ground and the members of Salzburg church have purchased additional land to lay burial lots.

### Jerusalem Church

Tradition says that around the turn of the 18th century a church stood on the site of the present Jerusalem, that it was occupied many years, fell into disuse, and was abandoned. The graveyard that belonged to it is still in use. The German Reformed and Lutheran congregations took over the site and started Sunday Schools. Jerusalem Sunday-school was organized about 1864. By 1876, the school had seventy pupils, twelve officers, and ten teachers. The second school, Washington Union was erected on the property in 1872. There are services here every two weeks by the Lutheran and German Reformed ministers.

### Mountainville

The land on which Mountainville is located was in the possession of Rudolph Smith. A small log tavern was built and since has been replaced by the one that stands there now. Soon after the tavern was erected in 1856, a post office was established. The carriage factory that stands here was erected in 1874 by Walter Sheetz. The hotel was built in 1856 and owned by Samuel Parsons.

### Mountainville Evangelical Church

This church started out in the private home of William Bortz in 1858. In 1863, the present structure was built. Soon after 1863, several other families moved into the village and in the span of five years the membership grew twenty times the original size.

### Fairview Cemetery

This burial ground is known throughout the township for its beauty. The cemetery sits on the Lehigh River and is maintained by the Fairview Cemetery Association whose charter was granted on November 11, 1870. Thirty acres were purchased for this cemetery at $500 an acre. The entrance lodge was built of stone and is located on Emaus Road. Large amounts of money have been spent for beautification, including the planting of trees, shrubs, and grass.

### Aineyville

This community is a collection of dwellings that developed around the Lehigh Iron-Works near East Penn Junction. It contains a store and a Temperance Hall, in which the Aineyville Division, No. 46, Sons and Daughter of Temperance, and "The Band of Hope" hold their weekly meetings.

### Fountain Hill

The northeast part of Salsbury township adjoins the borough of South Bethlehem, and is known as Fountain Hill. In May 1854, the farm that stood on Fountain Hill was purchased by three lawyers: Charles Hacker; Samuel Shipley; and Rudolphus Kent. Very soon after this purchase, Hacker, Shipley, and Kent had the whole farm laid out into streets, blocks and lots for building purposes. The lawyers believed that the completion of the Lehigh Valley and North Penn Railroads would largely increase the value of the property. In finding names for the streets, Shipley recommended the adoption of Indian names. The name Delaware Avenue was given to the main street. In November 1860, the Freytage place was owned by Mr. Tinsley Jeter who was building the Ironton Railroad to connect his mines with the Lehigh Valley Railroad.

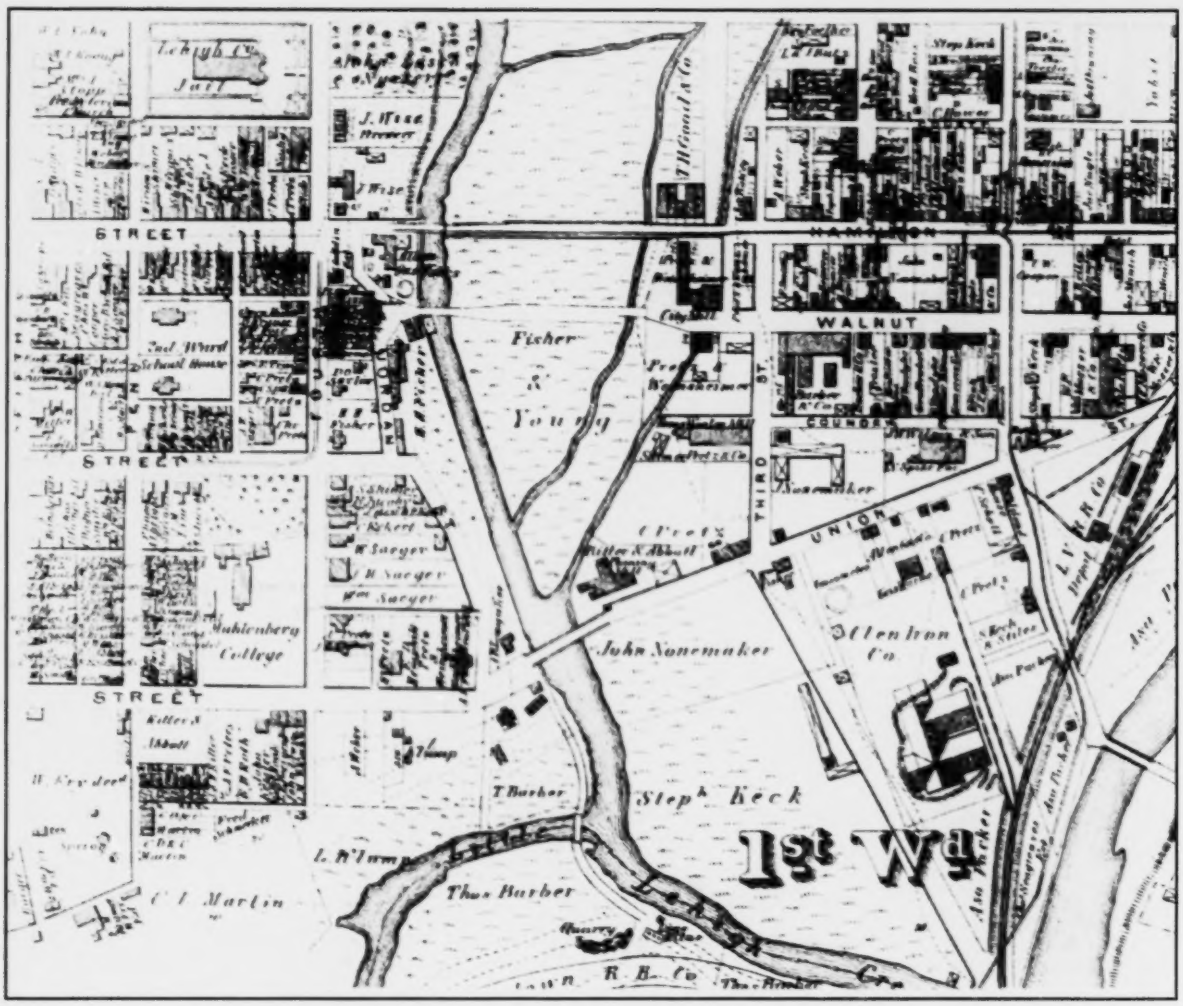
In 1866, Mr. August Fiot, the owner of Hoffert farm, or Fontainbleau, died, and the estate was purchased by Jeter. In the same year, he sold his railroad mines and properties, having decided to give his undivided attention to the subdivision and sale of property to the benefit of the town and "to add to the moral and material welfare of that portion of the town." At the beginnings of his operations he felt the need to give the area a distinctive name. Jeter adopted the name Fountain Hill because he thought that it sounded "fancy". Jeter eschewed Indian names. Instead, he named the streets after the people who had "more or less been a part of them."

### Bishopthorpe School

Bethlehem was known around the country for the education of girls. On a tract of land given to the school by Jeter, Bishopthorpe School for girls was built. The school received its name because the bishop stated that he thought a good name was important. He had been in England as a guest of the Reverend Archbishop of York at his country villa named "Bishopthorpe". The word thorpe means place, village or hamlet. . . of the bishop. The first principal was a woman by the name of Ms. Edith Chase of Philadelphia.

### St. Lukes Hospital

Also located on the land of Fountain Hill, the hospital was relocated in 1876 to the Water-Cure building. The land was donated by Jeter.




*The city of Allentown was next to the rural township of Salsbury. Little Lehigh Creek formed the boundary between the city and the countryside. Note how the mills, stores, and even the nursery or the brewery would have served families on the adjacent farms. This detail is from one of several plates used in the* New Illustrated Atlas of Lehigh County *to cover Allentown at an appropriate scale.*





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# Falls Township, Pennsylvania:

## A prosperous farm community in 1876

by Katja Stonebraker, Marc Rosier, and Nancy Bruzzini

***Editor's Note:*** *This focus map might be a considered a companion piece to the Salsbury Township study. Most of the excitement generated by the map focused on Pennsbury Manor on the Delaware River in the southern part of the township. The map is from the produced and published by J.D. Scott in Philadelphia in 1876.*

### History of Falls Township

As is true of much of Pennsylvania, the early history of Falls Township and Bucks County was connected to the activities of William Penn. Penn and his Quaker followers believed that the area's indigenous people had been cheated out of their lands and subsequently renegotiated a more equitable agreement in the later half of the 1600s. The English land claims would cross over and incorporate Indian trails. Appreciating the beauty of the land, Penn built Pennsbury Manor in Falls Township, the southeastern tip of Bucks County and named it such because of the falls of the Delaware River located just below Trenton.

Due to its promixity to Philadelphia and its coastal location, the township became a crossroads in the years before, during, and after the War for Independence. The residents of Falls Township joined the protests against the Stamp Act by putting the stamps on the British ships. Soon afterwards, Pennsylvania settled its border dispute with Virginia by accepting the Mason-Dixon Line in 1767. In 1789, Morrisville competed with Washington, D.C. to be the country's federal capital.

Prior to the Civil War, Falls Township was a stop on the Underground Railroad. During the war, the telegraph lines that allowed the president to communicate with his generals in the field for the first time ran through Falls Township. Equally important, the township's wooden bridges that were burned during the Civil War inspired Andrew Carnegie to bring steel to Pennsylvania.

Pennsbury Manor is located on the Falls Township map of 1876, but there are also canals, rivers and railroads that were developed later by the English Quakers, Dutch, Germans and Scotch-Irish settlers.

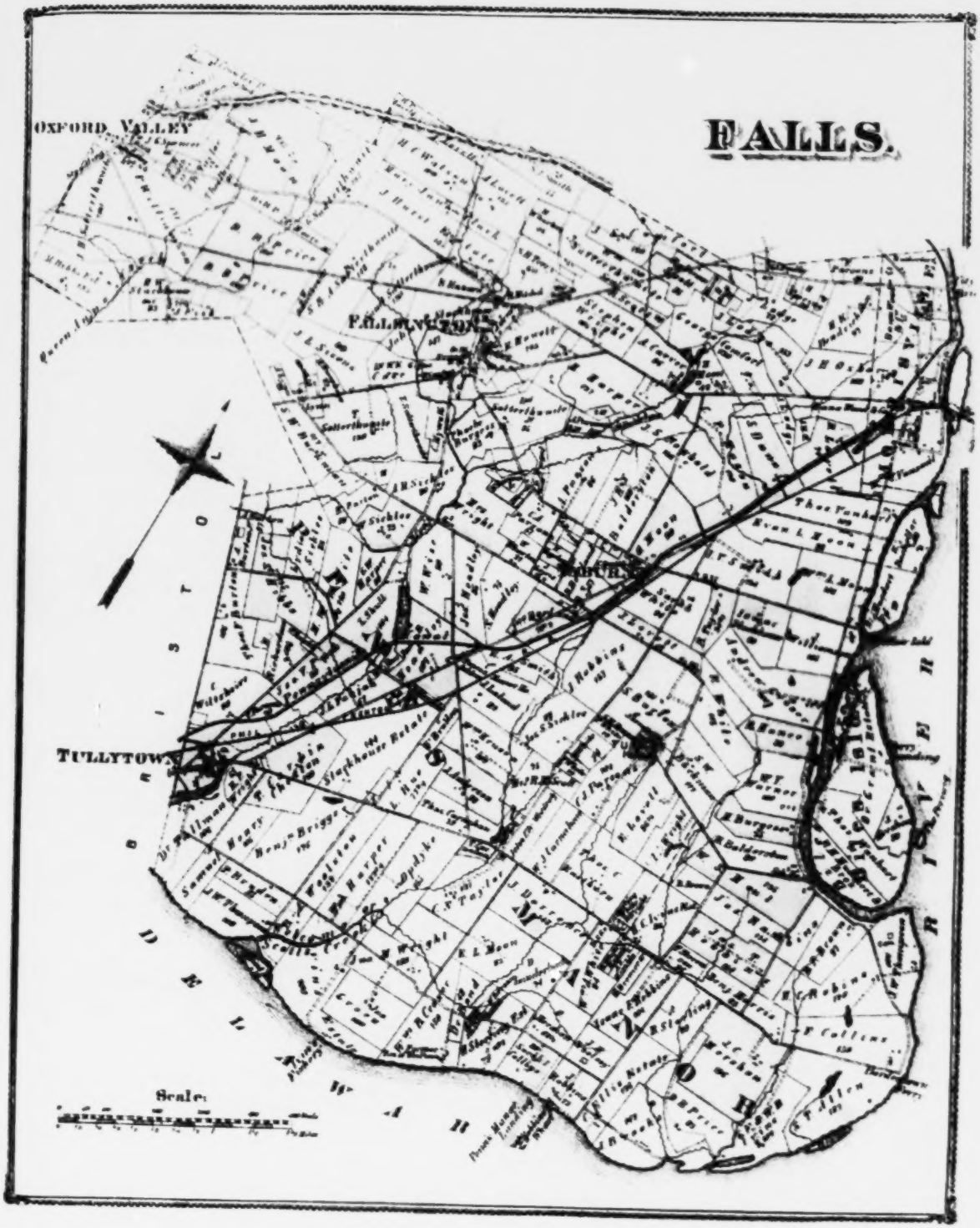
### Township profile:

As one looks at the township map of Falls in 1876, one sees a prosperous farming community. Both men and women own land. Eighteen years later, according to the Directory of 1894, Falls Township had :

- 498 taxable residents
- $775,615 in real estate
- 192 horses over four years old
- 255 neat cattle over four years old
- $85,835 invested at interest

The Directory also listed numerous farmers, truck growers, a wheelwright and carriage builder, millers, flour and feed store proprietors, nurserymen, a lumber merchant and two physicians, a justice of the peace who is also a farmer, one civil engineer, and three hotel proprietors and one restaurant proprietor.

The main cash crop was wheat. The train station was even named Wheatsheaf station. Other crops were oats, corn, potatoes and fruit trees.



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**Map Pointers:**

1. Falls Township is named because of its location by the Falls of the Delaware River located just below Trenton. They mark the boundary between the Piedmont (North) and Tidewater (South) regions.

2. The first European settlement took place in Morrisville between 1624 and 1627. It was settled by Swedes, Dutch and other Europeans and was sponsored by the Dutch West India Company.

3. William Penn and his Quaker religious dissenters inhabited Falls in the late 1600s. Welcome, or Scott's Creek is named after Penn's arrival. Penn chose the area for his estate because of the naturally formed inlet on the Delaware river.

4. Penn planned and built his mansion in 1683 to use as a summer home. However, he preferred it to his estate in Philadelphia. He lived at Pennsbury Manor until he returned permanently to England in 1701. He explained it was only a "twenty mile row in a six oared barge to Philadelphia."

5. His property originally spanned the bottom half of Falls Township. The northern boundary still exists in the form of the road just south of the town of Tyburn.

6. The "crazy quilt" style of land organization reflects the metes and bounds organization style.

7. The canal and railroad provided transportation between Trenton, New Jersey and Philadelphia.

8. Falls was a wealthy area populated by wheat farmers. Many of the houses are still in good shape because they were built of stone rather than wood. The train station in Falls township, located north of Tyburn on O. Moon's property, is accordingly named Wheatsheaf Station.

9. Located just south of Tyburn is an Indian mound named Turkey Hill. It is aptly named because it was a breeding ground for wild turkeys.

10. Originally known as Falls, the town of Morrisville was named after Robert Morris, a financier of the American Revolution and signer of the Declaration of the Independence. Morrisville competed with Washington, D.C. to become the country's federal capital.

11. The town of Tyburn was named after London's Tyburn Hill because it was the site of the first legal hangings in Pennsylvania.

12. Currently, Pennsylvania's U.S. Highway 13 is located on the railroad and canal line and Pennsylvana Highway 1 is located on the upper road between Fallsington and Morrisville.

13. Bristol Highway, or U.S. Highway 13, is an Indian path dating back to the 1670s—it went from Philadelphia to Morrisville to New York.

14. Levittown just north of Tullytown, was built in 1951.

*The idealized scene at the homestead of D. Lauderbach portrays several handsomely attired couples taking in the scenery. The industrious farmer has filled his yards with carefully planted vegetables – cabbages we assume, all lined up in neat rows. The passing neighbors no doubt are praising the industry of the Lauderbachs, and we are encouraged to join them by the attractiveness of this American scene.*

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# Dresbach, Minnesota:

## Dreams along the Mississippi in 1894

by Erwin Bill, Beth Sparacino, and Ann Ternenyi

***Editor's Note:*** *The Dresbach maps are from the* Plat Book of Winona County, Minnesota *published by C.M. Foote and Company of Minneapolis in 1894. To set the stage for their community study, three teachers provided a chronology and then used the five themes of geography to explicate the map. Their sources included a half dozen other maps including an earlier county atlas, topographic maps, and several topographic quadrangles from the U.S. Geological Survey.*

### Dresbach:
### The Five Themes of Geography

The geographic theme of **location** can be divided into two types: absolute and relative location. There are two ways to describe the positions of the earth's physical and cultural features. The absolute location of the town of Dresbach is latitude 43° 53' and 12"North and 91° 20' 35" west longitude. To help the reader nail down this area's absolute location, Dresbach is township 105N in range 4 of the fifth principal meridian, Winona County, Minnesota.

Relative location has to do with the interaction of places--the way a place is connected with other places. The town of Dresbach is in "Winona County on the west bank of the Mississippi River-192 miles from Dubuque Iowa, 120 miles above Prairie du Chien, Wisconsin and 178 miles below St. Paul Minnesota."

The geographical theme of **place** is more difficult to understand. How does place differ from location? All places on earth have special features that distinguish them from other places. Geographers usually describe places by their physical and human characteristics. Using this as our guide, the State of Minnesota can be described as "a state almost the geographical center of the continent, the highest point of the tableland between the Gulf of Mexico and the Hudson's Bay and consequently the healthiest. The only state in the confederacy communicating at one and the same line with the Gulf of Mexico in the south, the Atlantic Ocean on the east and the Hudson Bay on the north. It needs only what it will yet of necessity have, railroad to the Pacific leading from the center of the San Francisco to make it the great center piece of our union." (Railroad Pamphlet 1879)

The theme of **movement**, mobility of people, goods, and ideas is more easily understood. The river and the railroad are the centerpieces of this theme. The mighty Mississippi which is at the doorstep of the county of Winona and the town of Dresbach played key roles in the area's development. The railroad also played an essential part in

### A Dresbach Timeline

**1805** Zebulon Pike surveys area
**1838** Trappers and traders occupy Dresbach
**1849** Minnesota becomes a territory of the USA
**1849** First permanent European settler in Dakota (later becomes Dresbach)
**1850** Europeans settle along Mississippi River
**1851** Winona founded by Captain Orrin Smith
**1857** Foundation of Dresbach Village
**1858** Foundation of Dresbach Township
**1880** Winona's Golden Age begins
**1883** Population of Dresbach approximately 350
**1893** Depression
**1905** Winona's Golden Age ends
**1913** Dresbach's population approximately 175



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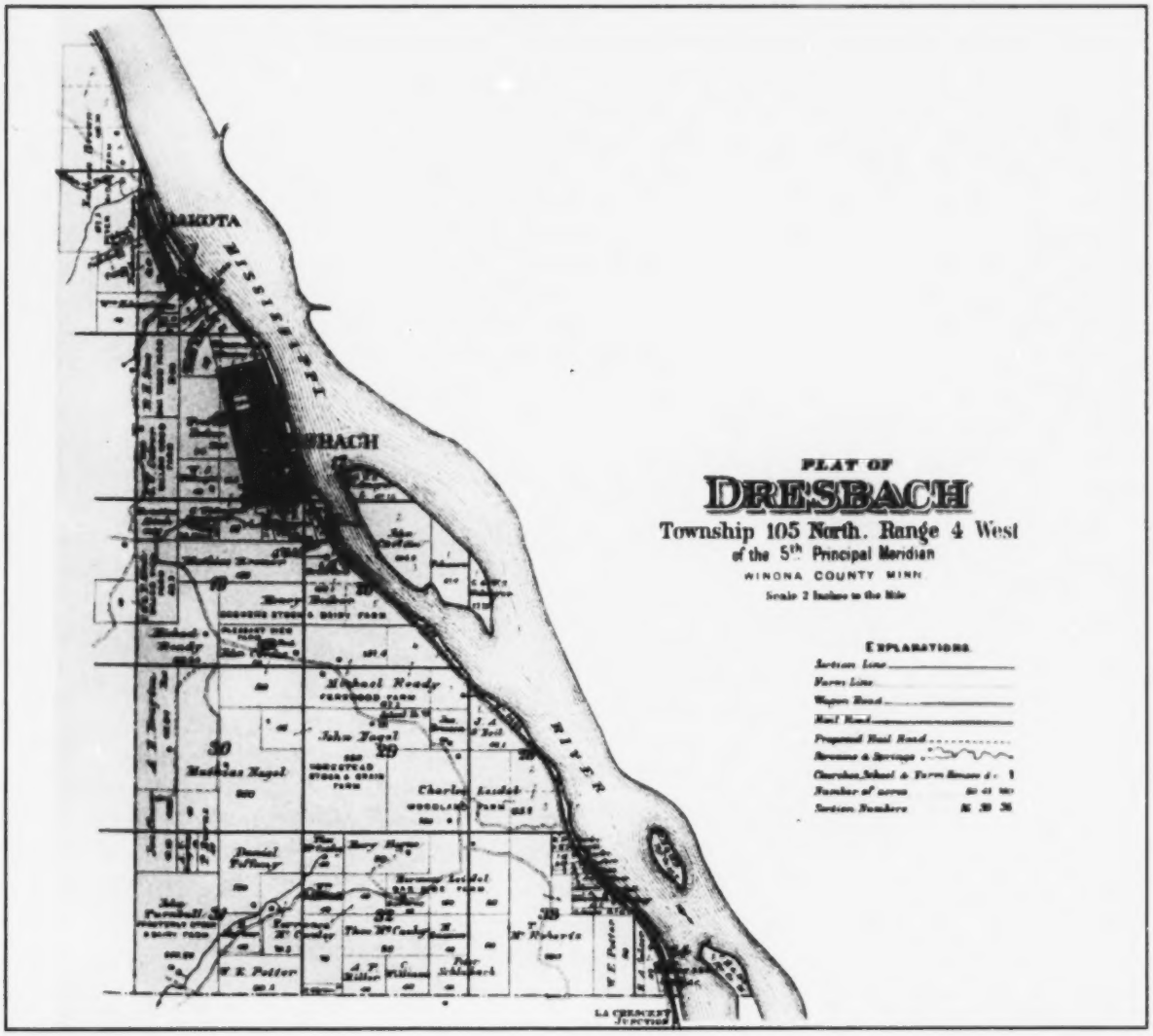
the development of this part of the United States. This idea of movement continues even to the present with the addition of the interstate highway system, particularly the completion of interstate 90 that runs through Minnesota.

**Region** is the easiest theme to understand. A region is an area on the surface of the earth that has certain unifying characteristics. These characteristics may be human or they may be physical. The Mississippi River that flows through the area is a physical characteristic of this area, while the C.M. and St. Paul Railroad is a human element. The river was the focal point of this region, at least in its early development. Even though Dresbach did not grow as fast as the surrounding towns of Winona, the city of the first state University in 1858-1860, or La Crescent, the fact that this town still exists is due to its proximity to the Mississippi River.

The climate is humid continental with warm summers. This lower northern area of the Midwest region had received some bad press stating that it had harsh winters and poor soil for farming. Perhaps to counter this negative appraisal, a pamphlet entitled "Guide - Unsurpassed farming region - Southern Minnesota and Eastern Dakota," put out by the Winona and St. Peter Railroad, claimed, "the vital statistics of the state {Southern Minnesota} sustain the assertion that there is no more beautiful climate



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on the continent". Regarding the land, the pamphlet continued, "the soil in the locality [Winona county and this includes the town of Dresbach] is unsurpassed by any in the Midwest in fertility and adaptation to all purposes of cultivation: it consists of a dark rich and somewhat sandy form of a depth of two to five feet and is underlain with clay sub soil. . . . Experience has demonstrated that no other variety of soil is so little liable to suffer drought or excessive moisture." (Railroad Pamphlet, 1879)

The last geographical theme is **human/environment interaction.** It is perhaps the most difficult to understand. The development of Dresbach revolved around the interaction of man and the Mississippi River. The town of Dresbach may not have grown very much because the people were unwilling to upset the existing relationship between people and the environment.

I had the opportunity to visit this area many times while my daughter attended college in Winona. This area has a beauty because there is a balance between man and nature. Perhaps this balance was best described by a traveler who exclaimed, ". . . . when I rode out upon this high clear sunny breezy prairie and breathed in that delight, that exuberating atmosphere that which there is nothing purer or sweeter in all God's created world. . . and when I looked around me at that beautiful diversity of field, wood and water, rounded lake and crystal stream. I said to myself this surely is earth's Paradise. Eureka, I found it" (Railroad pamphlet, 1879)

**Profile of Winona County**

Close examination of the map of Winona County, Minnesota and the plat of Dresbach village and township produced by C.M. Foote and Co. in 1894 reveals much about the life along the northern Mississippi at the turn of the century. From the mid-1850's through 1900, Winona County was a center for agriculture and lumber production. It was also the hub for both river and railroad transportation.

William Crozier in his dissertation "A Social History of Winona, Minnesota 1880-1905" developed the thesis that Winona County's golden age spanned the era from 1880 to 1905. During this time, the town of Winona became the fourth largest grain market in the Midwest, and a center of commerce. Farmers converged in Winona to sell produce, mill wheat in the local mills, and ship grain off at the rail depot. The milling of timber, floated upriver from Wisconsin, also was centered in Winona County. Local clay banks provided the raw materials to manufacture bricks and mineral deposits were mined for profit. Prosperity seemed assured as long as Winona remained a railroad and river hub for the chain of growing cities in the upper Midwest. This, however, was not to be. A series of unforeseen shifts in agricultural production, industry, and transportation in this area, as well as the Depression of 1893, put great stress on Winona County. The survival of local communities depended on their ability to cope with change.

The development of Dresbach was linked to the prosperity of Winona. However, the town planners saw a bright future for Dresbach as an economic center in its own right. An idealized "working community" was planned around industry present in the area. The village boundaries were the Mining Company to the north, and the North Star Fruit Farm to the south. Large acres form the western border. The eastern boundary is the Mississippi River. The Chicago, Milwaukee and St. Paul Railroad line runs parallel to the river. The Plat of Dresbach indicates that there is a depot in the town. However, this stop is not mentioned in any source discussing the history of Winona County.

The Plat indicated a settlement eight blocks wide and twenty-two blocks long. Several churches, a school, a post office and a cemetery are located in the village's center. Lots in the southern half of the town were parceled and the names of some owners are listed. The town was by no means fully established in 1894. Large portions of land to the north and west of the village remained undivided, especially in the area surrounding a 225,000 square foot park. The words Festina Home stamped

across the parcels in this area suggest that perhaps investors were funding the development of this area of the village.

## History

On March 3, 1849, Minnesota became a territory of the United States of America. Historically, Minnesota was initially inhabited by the Dakota, and was later a site first for French trading camps and farms and then British outposts. American pioneers and entrepreneurs seeking to settle in the west were attracted by scenes such as Zebulon Pike described in his journals of his exploration along the Mississippi as well as the promise of Minnesota's rich farmland. By the early 1850's settlements were springing up along the Mississippi River where it winds through Minnesota.

One such entrepreneur was Captain Orrin Smith. Captain Smith heard that the U.S. Government was negotiating with the Dakota to establish a reservation in Minnesota. Smith, a riverboat captain who navigated the waters of northern Mississippi, saw that a land rush could occur on the Minnesota side of the Mississippi River. In October 1851, he selected Wabasha's Prairie as the site for a claim and founded the town of Winona. By 1860, 87 towns existed in the territory, bearing out Smith's prophecy. For example, the Township and Village of Dresbach, Minnesota, twenty miles south of Winona, was founded in 1857. Although the future site of Dresbach was occupied by trappers and traders as far back as 1838, the development of the area did not begin until George Dresbach purchased the land in 1857 and established a village. In 1858, 4,400 acres were designated as Dresbach Township.

Town of Dresbach

As noted above, the growth and development of the towns in this area of Minnesota were linked to several factors: geography of the Mississippi valley; the location of developing transportation systems; and the ability to diversify economically in terms of crisis. Lastly, the future of many of the towns that sprang up along the Mississippi became tied to Winona. By examining the growth and development of Winona and one of the small towns (villages) that existed nearby Winona County, one can see how the plans of these early founders could exceed their wildest dreams or diminish overtime.

Ironically, the founding father of Dresbach, George B. Dresbach, shared the same fate as the town. In 1894, the town of Dresbach seemed full of promise, but by 1914 it clearly had not developed as the map of 1894 prophesized. Similarly by 1914, George Dresbach had divided his business and sold his land to pay taxes. Dresbach, the man and the town, had put much time and money into the area with little profit. Why such a tragic ending to a town which appeared so full of hope in 1894? Simply put, the town of Dresbach missed the train. A change in transportation systems in the area compounded by other geographical and economic factors led to the town's and perhaps the man's demise. Dresbach, the town, revealed the importance





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transportation played in the life cycle of a town. It also showed how a city's response to dynamic transportation is defined by geography. The transportation lessons of Dresbach can be applied to past and present issues in Chicago relating to conventions and airports.

The 1894 Winona County Atlas map of Dresbach illustrated all of the advantages needed for a thriving city at the turn of the twentieth century. Its location on the Mississippi and the railroad provided the best modes of transportation available. The town appeared to be a city focused on industry for it was surrounded by the Winona County Mining Company to the north and the North Star Fruit Farm to the south. In addition, the southern portion of the town was dominated by the thriving Sherwood and Johnson Brickyard. In 1883, the brickyard shipped three to four million bricks annually.

The two anchor businesses took advantage of the natural resources in Dresbach. The Winona County Mining Company utilized the abundant mineral resources associated with the highest point in town, Mineral Bluff (405 feet). The Sherwood and Johnson Brickyard took advantage of the clay soil on the southern end of town. There were two churches and a school located near the train depot. Clearly Dresbach in 1894 was a great city in the making with a population of approximately 350 people. This was up from less then twenty only 40 years ago.

The booming economy boasted about in the histories of Winona County and alluded to in the 1894 county atlas was not evident in 1913. The *History of Winona County* published in 1913 reported that the population of Dresbach had fallen to 175 with only two stores and one brickyard remaining. The town was no longer described as "lively and businesslike". Even more tragic was the biographical information on George Dresbach. Despite the fact that George had located in Dresbach with $50,000, he lost everything and died in poverty.

The predominant factor determining Dresbach's fate was the change in modes of transportation in the area. In the 1890's the C.M. and St. Paul Railway shifted the Minnesota hub from Winona to St. Paul. From this point on, Dresbach is not evident on railroad maps. In fact the Dresbach depot on the 1894 map is never mentioned in any of the detailed histories of Winona County. The transportation shift alone was not enough to determine the fate of the town. But Dresbach's inability to respond to this crisis was defined by three factors.

The location of Dresbach, once an asset, now became a liability. The hub shift from Winona and St. Paul knocked Dresbach out of the loop. Dresbach's position on the Mississippi and proximity to Winona was no longer advantageous. Dresbach would live in Winona's shadow from this point. As transportation routes began to rely more heavily on railways, Dresbach's land and water advantage disappeared. It was too far from the city of St. Paul to take advantage of its economic development. Winona, twenty miles to the north, took the prominent position of the subsidiary city of St. Paul in Winona County.

The second major reason Dresbach was not able to adapt to the transportation shift was its size. As the smallest town in Winona County, its natural and human resources were limited. Dresbach was unable to diversify to create new economic activity. The area was cleared of its logging potential by the 1880's. The mining company was on its way out as were three of the four brickyards. Human resources were also scarce. With a population of less than 300 people, it would have been hard to diversify into new areas and skills. Winona, on the other hand, with a population in the thousands, took advantage of the opportunity to meet with the best and the brightest to plan for the future.

The last factor that sealed Dresbach's fate was the Depression of 1893. This economic crisis could not have come at a worse time for small towns hoping to grow at the turn of the century. Again, the size of Dresbach limited its potential to diversify before or after the depression, and had a lasting impact on the economy of Dresbach. Winona, on the oth-

er hand, was hardly affected by the depression. Curiously enough, Chicago and other large cities can learn from the village of Dresbach's experience as we approach the turn of yet another century. The lesson is that transportation plays a key role in the viability of a town. Chicago made the correct move decades ago when it witnessed the shift from railroad transportation to air. Chicago previously had an easy command of the convention scene because of its central continental location. With the decrease in travel time through the use of air travel, Chicago's location was no longer an advantage. Chicago worked and continues to work hard to create other reasons to plan conventions in the city. The importance of transportation can be seen in another Illinois issue, a third airport. Should we build a new airport? Both Mayor Daley and Governor Edgar are aware of the fact that transportation hubs have a great impact on the economies of the surrounding communities. Both Illinois leaders would like to bring that advantage to their voters.

## Final note

The center of a map can often reveal insight into a community or locality. Very near the center of the Dresbach town in 1894 was a cemetery. The placement of the cemetery may foreshadow the economic decline of the town, but not its historical value. The village of Dresbach at the turn of the twentieth century offers valuable lessons to students of the twenty-first century. The main lesson is that transportation is a dynamic force in communities and communities must be ready to respond to shifts or changes in technology to take advantage of economic development associated with change.

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# Sheboygan Harbor, Wisconsin:

## The Promise of Industry in 1902

by Edward Kania, John Mullins and Rachel Winick

***Editor's Note:*** *True to its motto, "Say it-Sheboygan makes it," the* Illustrated Historical Atlas of Sheboygan County, Wisconsin *was published in the city by Joerns Brothers in 1902. By then, a cluster of commercial and industrial structures had taken over the land at the mouth of the Sheboygan River. Our three teachers capitalize on this feature of the map to stress the role of industry in this American community at the turn of the last century.*

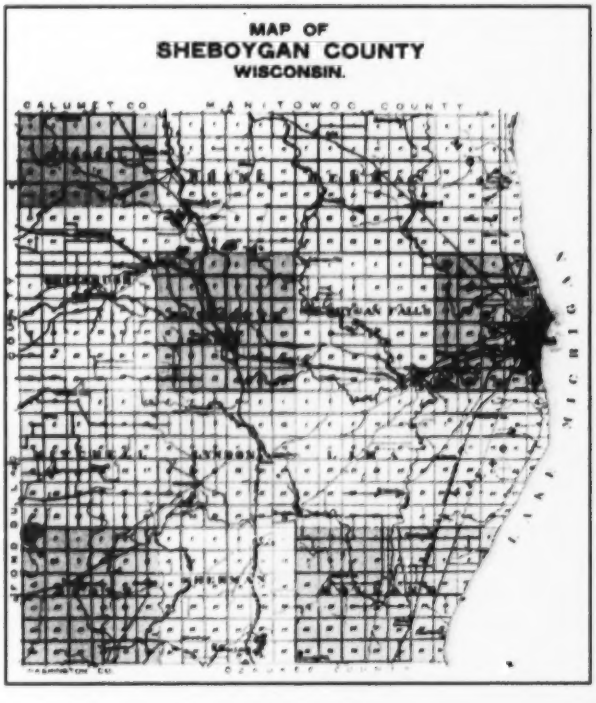
### Community History

*"My children - The white men who take you this letter are good men; they do not want to meddle with your fields or your hunting grounds; all they want to do is build a mill of Sheb-y-gan."*

This letter, written in 1834 by Native American agent J.V. Owen, was read to the Chippewa by Colonel Oliver Crocker, one of the first white settlers of what is today known as Sheboygan county. He and William Paine built the first lumber mill on the shore of the Sheboygan River. The promise of "just a mill", however, was short-lived.

Though the British gained control of Wisconsin territory in 1763, it took approximately 30 years for the first white settlers to establish a community in Sheboygan county. The name Sheboygan is derived from the Native American word meaning "great noise underground."The Chippewa, Potawatomi, Ottawa, Winnebago, and Menominee were the first settlers of the area. They settled along the Sheboygan river, as well as along the shore of Lake Michigan.

Just as Sheboygan began to develop, the Panic of 1837 occurred. Just a few weeks earlier, the spirit of speculation was so rampant that the prices of land sharply increased. Then the Panic caused a crash and local business came to a halt. All inhabitants, except for one family, abandoned the area.




Sheboygan's growth picked up again between the years of 1842 and 1850 when a road was built to Fond du Lac. By 1844, the town had a post office, a dock, a warehouse, and a pier on the lakefront. Sheboygan's location was a good starting point for settlers going to the Wisconsin Territory and also became a home for sailors during the winter. Between the years of 1845-1848, steamships from Chicago and Buffalo visited the port daily bringing 16,000 immigrants from Holland, Norway, and Lithuania, but mostly from Germany. Fifteen towns were established and they make up the fif-



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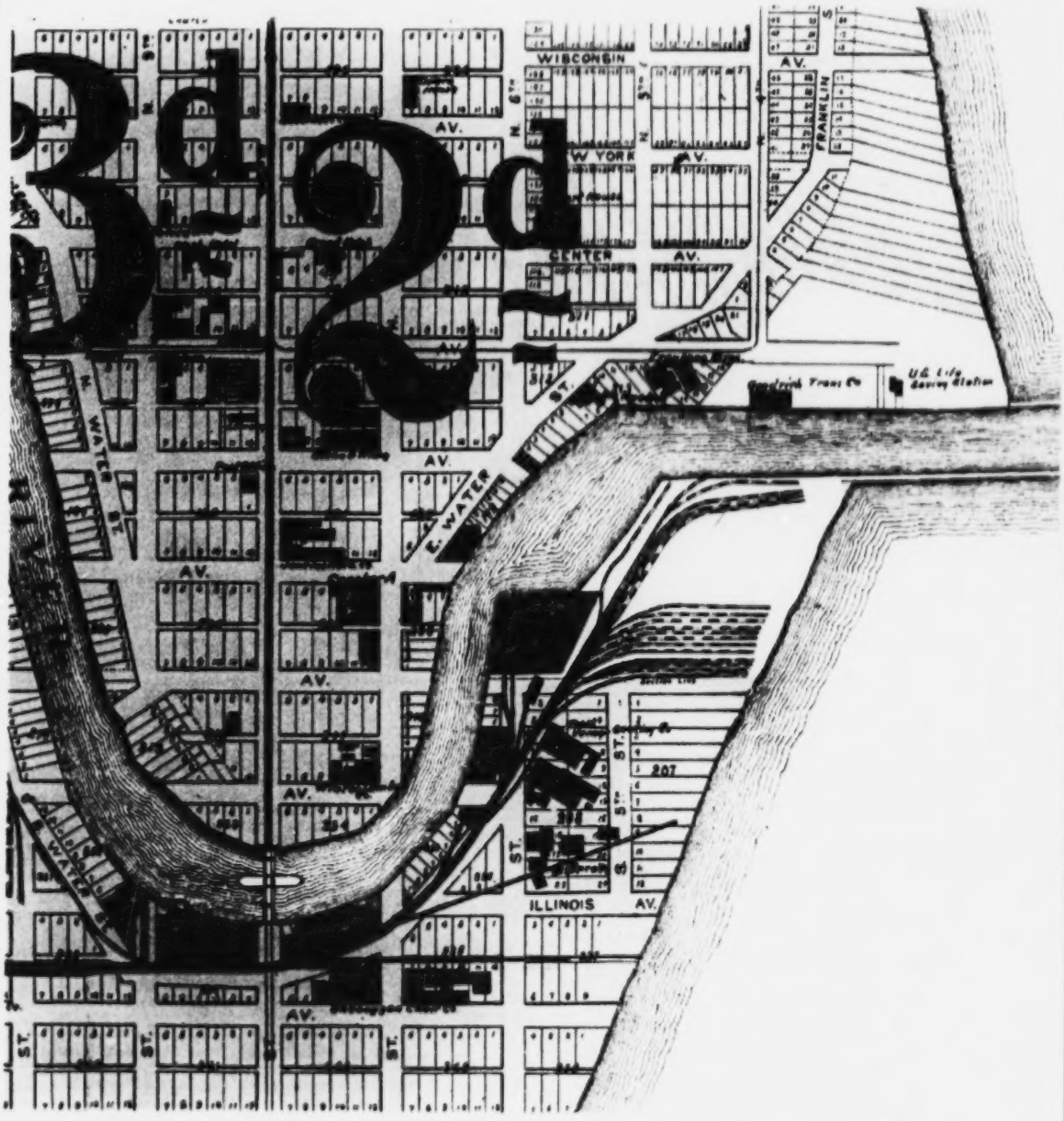


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teen townships of present-day Sheboygan county. The county's population grew from 4,687 in 1846 to 8,836 in 1850. In 1852, the first railroad arrived, paralleling the Sheboygan River. The rails and a short canal system fostered commerce. Sheboygan also had the advantage of laying between Green Bay and Chicago. By 1890, Sheboygan was a thriving community whose population had reached 16,359.

The immigrants brought many trades and talents to the prospering community. They used the vast forests of hardwoods and pines for lumber, which became the first major industry. The Germans began farming, growing wheat, oats, and potatoes. There was an abundance of natural water power which stimulated the founding of many saw and flour mills. Shipbuilding soon evolved, and in 1868, chair making became a leading industry. Sheboygan was coined "Chair City."

This soon led to the making of all types of wood products: furniture, toys, wagons, carriages, and barrels. Fishing cropped up as the second largest industry. Wheat farming reached its peak by 1860, then the land was used for dairy farming. The production of cheese became a major industry. By 1875, 45 cheese factories were producing over 2,000,000 pounds of cheese annually. Sheboygan's commercial diversity led to its motto, "Say it, Sheboygan Makes It."

During this period, improvements in the city were made. Street railways were built, a water and sewer system was developed, and cedar block paving replaced the dirt on the main streets. The town possessed a public library, a hospital, and five schools.

Sheboygan's commercial success lasted through World War II. Most of the original industry since then has died out. Today, Sheboygan is most likely best known for its bratwurst, brought by the German settlers of the region. Though not as prosperous as it once was, Sheboygan is still a stable American community. Sheboygan County's history clearly demonstrates the influences that geography, location, as well as natural resources, have on the development of a typical American community.

## Exploring the Map

This map, centered on downtown Sheboygan, gives insight into the life and economy of the city in 1902.

Similar to many cities in the Great Lakes Region, the river and the lake commanded the economy of Sheboygan. It is the river and the lake that provide the transportation, power, and in the case of fishing, the very products of industry. It is not surprising, therefore, that the first white settlers in the area built a sawmill on the Sheboygan River, a few miles west of the lake, and that almost all the newcomers to Sheboygan County concentrated on fishing and lumbering. It was there at the sawmill where Sheboygan's lumber and wood products industries were born. Some of the companies can be seen on the map: Sheboygan Chair Co. (7th & Indiana), Frost Veneer Seating Co. (6th & S. Water), Winter Lumber Co. (7th & Maryland); and Crocker Chair Co. (7th and Virginia). Crocker, by the way, was the settler who built the sawmill a few miles west of the lake. These are just a few of the many companies dependent upon lumber that are scattered throughout Sheboygan County.

**Sheboygan's commercial success lasted through World War II. Most of the original industry since then has died out. Today, Sheboygan is best known for its bratwurst, brought by German settlers of the region.**

As technology and transportation developed, so too did the shape of Sheboygan's economy. Industries diversified and with the arrival of the railroad, Sheboygan's dependence on the river was eased. Manufacturing not only centered on wooden products, but also on clothing, iron products, canned goods, and beer. Hence the creation of Spratt Co. (5th & Illinois), Jenkins Machine Co. (8th & Virginia), P. Meyer Co. (9th and Pennsylvania), and the brewery at N. Water and New York Avenue. And, of course, the enormous C. Reis Coal Co. (on three sites along S. Water St.) provided the power for all these industries and the trains.

Sheboygan, in the year 1902, was an economically strong and promising American community, with varied industries and accessible land. Its future as a leader in Sheboygan County and the state of Wisconsin was certain.

## Cartographic Traditions in American History:
**A Syllabus**

### I. Maps Telling Stories

The nature of maps as primary and secondary sources. The definition of a map and an investigation of its elements. The relationship between cartography and culture. The history of cartography as a field of study.

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Western cartographic traditions from Mesopotamian and Egyptian origins through Greek and Roman civilization to the Middle Ages. Various approaches to map-making by the dawn of the fifteenth century.

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Hodgkiss, A. G., *Understanding Maps: A Systematic History of Their Use and Development* (Folkestore: William Dawson and Son, 1981).

Thrower, N. J. W., *Maps and Man: An Examination of Cartography in Relation to Culture and Civilization* (Englewood Cliffs, New Jersey: Prentice Hall, 1972).

Wilford, John Noble, *The Mapmakers: the Story of the Great Pioneers in Cartography from Antiquity to the Space Age* (New York: Knopf, 1981).


### Maps For Detailed Analysis

1. "An Agricultural Region Near Nippur," c. 1500 B.C. (clay tablet)
2. Plan of Nippur, c. 1500 B.C. (clay tablet)
3. Turin Papyrus Map, c. 1200 B.C.
4. Babylonian World Map, C. 600 (clay tablet)
5. "The Region about Ephesus," a Greek coin, c. 360 B.C.
6. Claudius Ptlomey, World Map (Rome edition, 1478)
7. Peutinger Map: Central Mediterranean
8. Peutinger Map: Eastern Mediterranean
9. Macrobius, "Map of the World"
10. Isidore of Seville, "Diagram of the Inhabited World"
11. Al-Idrisi,, World Map from "The Gardens of Joys," 1154 A.D.
12. The Hereford Map, c. 1275 A.D.
13. Pizzigano Portolan Chart, 1424
14. Behaim Globe Gores, 1492

## III. Native American Cartography

Cartographic traditions in Pre-Columbian America. Various types of maps and their use in Native American societies. European-Native American cartographic exchanges. Maps and the reconstruction of space.

### Readings

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### Maps for Detailed Analysis

1. Powhatan's World Map, 1607
2. The Auchagac Map, 1720s
3. Red Sky's Migration Chart
4. Council Map of an Iowa Chief, 1837

## IV. Mapping the Discoveries

The maps studied by Columbus. Mapping European discoveries. Cartography of the Atlantic and Pacific Oceans. Mapping the coast of North America.

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2. Juan de La Cosa, Chart of the Atlantic Ocean
3. Johannes Schöner, Globe, 1520
4. Sebastian Münster, Map of the New World, 1540
5. John White, The Town of Secota, 1585

## V. Spanish and French Mapping of the Americas

The mapping of the North American interior by the Spanish and French in the sixteenth and seventeenth, and eighteenth centuries. The use of European cartographic traditions and the diffusion of geographic knowledge. Mapping the Great Lakes and the Mississippi River.

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**Maps for Detailed Analysis**

1. Champlain, Quebec, 1613
2. Champlain, New France, 1632
3. Coronelli, Globe gore, 1688
4. Delisle, Louisiana, 1718
5. Bellin, Great Lakes of Canada, 1764
6. Plan of Santa Fe, 1766

## VI. British Mapping of North America in the Colonial Period

The mapping of North America by British cartographers in the seventeenth centuries. Official maps of the empire and local maps produced for various purposes. Large scale maps and views of towns and estates. The first American-made maps.

**Readings**

Baty, Laurie, *et al.*, *The Mapping of Maryland, 1590-1914* (Baltimore: The Maryland Historical Society, 1982).

Bosse, David, "Dartmouth on the Mississippi: Speculators and Surveyors in British North America in the Eighteenth Century," *Imago Mundi*, 41 (1989), 9-18.

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1. Smith, Virginia, 1612
2. Farrer, Virginia, 1651
3. Foster, New England, 1677
4. Penn Plan for Philadelphia, 1683
5. View of Savannah, 1744
6. Plan of New York City, 1744
7. Mitchell, North America, 1755
8. Hutchins, Villages in the Illinois Country, 1778

## VII. Mapping the Revolution and the New Nation, 1775-1800

British and Patriot maps and views of the American War for Independence. The role of cartography in the creation of the United States. The Land Ordinance of 1785 and its impact on the American landscape. The plan for a capital city.

**Readings**

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Ehrenberg, Ralph E., "Mapping the Nation's Capital: the Surveyor's Office, 1791-1818," *Quarterly Journal of the Library of Congress*, 36:3 (Summer, 1979), 279-319.

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1. Doolittle, Battle of Lexington
2. *Political Magazine,* Representation of the Sea Fight
3. Siege of Yorktown
4. Jefferson, Proposed New States, 1784
5. Colles, Road Map, 1789
6. L'Enfant's District of Columbia, 1792
7. Washington, Mt. Vernon, 1793

## VIII. American Cartography in the Early Nineteenth Century

The early decades of the nineteenth century saw the exploration of the Great West and the linking of the states together in a national system. The building of canals and railroads led to new uses for maps. The emergence of a national market led to the development of an American cartographic tradition. Maps and nationalism went hand in hand.

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Schwartz, Seymour and Ralph E. Ehrenberg, *The Mapping of America* (New York: Abrams, 1980).

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1. Pike, Maps of the West, 1810
2. Gerrymander, 1811
3. Pittsburgh, 1815
4. Melish, United States, 1818
5. Hygia: A Proposed Suburb, 1827
6. Cairo, Proposed City of the West, 1838

7. Philadelphia, 1838
8. An American View of the World in the 1820s
9. Lowell, 1832

## IX. Developing an American Cartographic Tradition 1840-1900

Americans utilized traditional cartographic techniques and took advantage of advances in technology in the production of maps during this period. They put a particular stamp on many of the maps produced as the nation experienced the Civil War and an industrial revolution. Country atlases, town plats, thematic cartography, and the national mapping program provided special ways to portray a distinctive landscape.

### Readings


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1. Bussell, Shaker Maps of Alfred, Maine, 1845

2. View of Los Angeles, 1857
3. Freedom and Slavery, 1856
4. Bird's Point, Missouri, 1861
5. Gettysburg Battlefield map
6. View of Atlanta, 1871
7. View of New York City, 1876
8. Nebraska Sunday School Assembly, 1885
9. West Orange, New Jersey: Edison's Factory, c.1890
10. West Orange, New Jersey: Edison's Neighborhood, c.1890
11. Fire Insurance Map: De Koven Street
12. Hull House Maps, 1893
13. A Populist View of the World, 1894

## X. American Cartography in the Twentieth Century

The impact of the automobile on concepts of space, the landscape itself, cartographic representation. Road maps. Journalistic cartography. Thematic mapping. The development of aerial views and satellite images. Personal cartography and mental maps.

**Readings**


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1. Crowell, "March of Civilization Across America," 1910
2. Arnold, "Chicago's Transportation Problem"
3. Goodrich, "Migration and Economic Opportunity, 1865-1930"
4. New York Times Current History of the War, 1918
5. "The Advantages of Los Angeles," 1929
6. "International Air Travel," 1936
7. Times Atlas of the War, 1941
8. M.I.T. Strategic Area Maps
9. "An American View of the World," 1960
10. "Per Capital Income, 1969"
11. San Diego from Space, 1977
12. Cartogram of the Electoral Vote in the 1980s
13. "House of Representatives, 1987-1988: Ideological Categories"
14. "The meanest Street in Washington, 1988"

## XI. The Debate Over Global Projections

The Mercator Projection as the standard map and its limitations. Interrupted projections. R. Buckminister Fuller's dymaxion world map. The Peters and Robinson projections.

**Readings**

*Choosing a World Map* (Falls Church, Virginia: American Congress on Surveying and Mapping, 1988), 1-15.

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Rice, Gwenda H., "Teaching Students to Become Discriminating Map Users," *Social Education*, 54:6 (October, 1990), 393-397.

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**Maps for Detailed Analysis**

1. Mercator
2. Miller Cylindrical
3. Goode's Interrupted

4. Fuller
5. Peters
6. Robinson

## XII. Curriculum Implications of Cartographic Sources

Maps as tests and the inquiry approach to instruction. Strategies for the analysis of cartographic materials. Map reading and map interpretation. Maps and the teaching of history: pedagogic functions.

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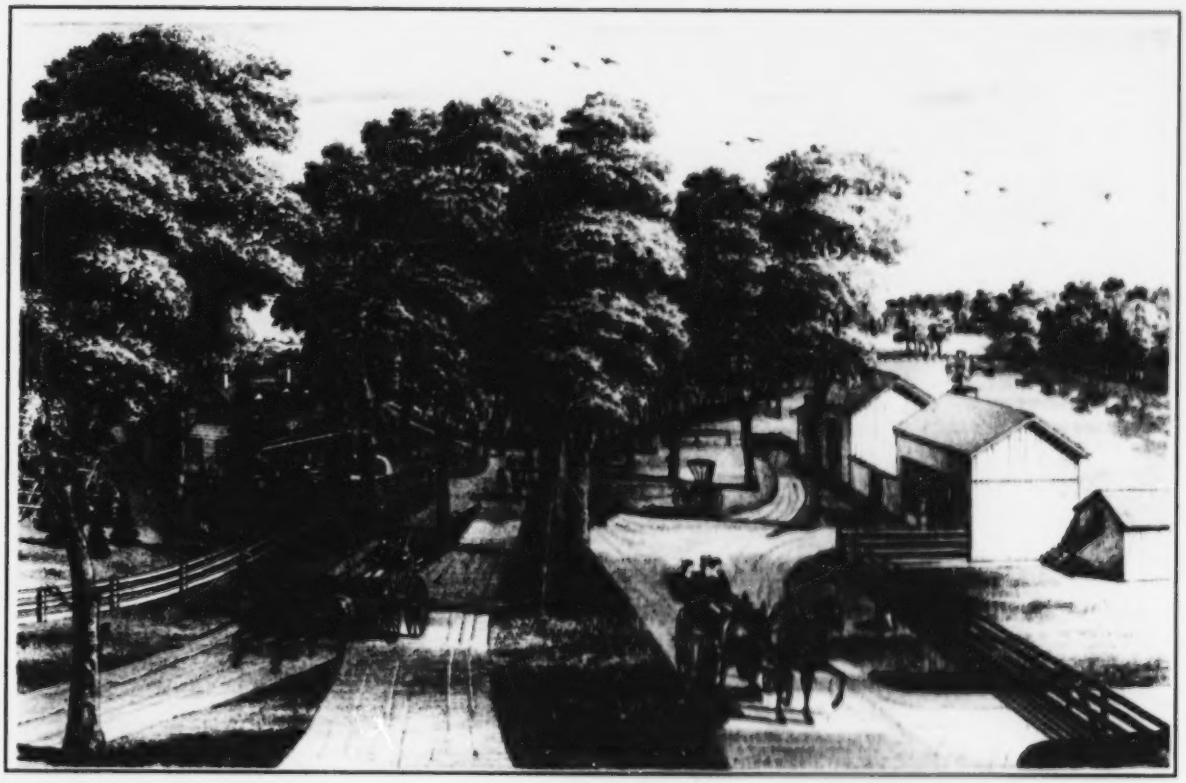

*County atlases often presented idealized images of life, as this picture sketch of a rural crossroads shows.*

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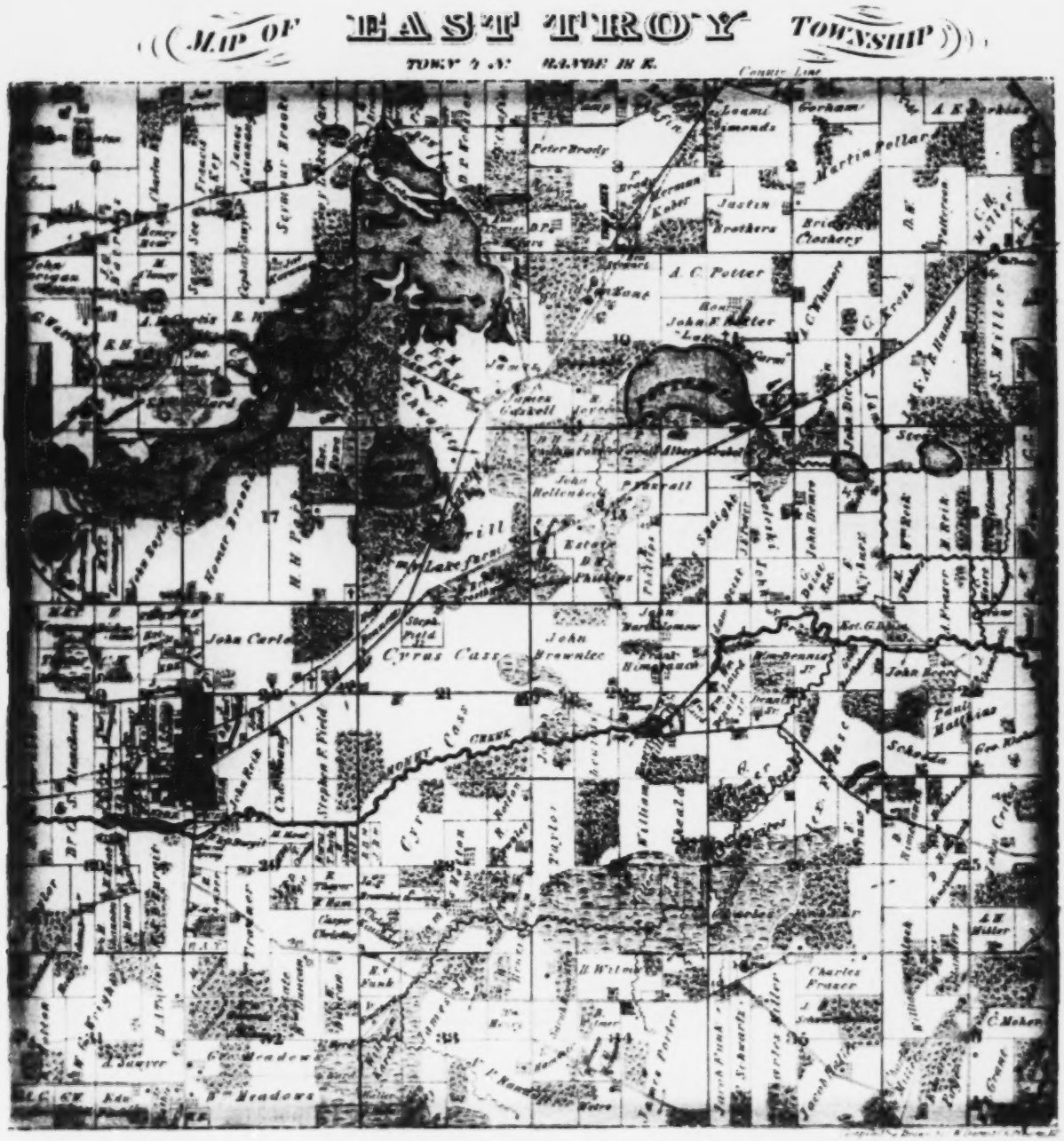
## Focus Map #1

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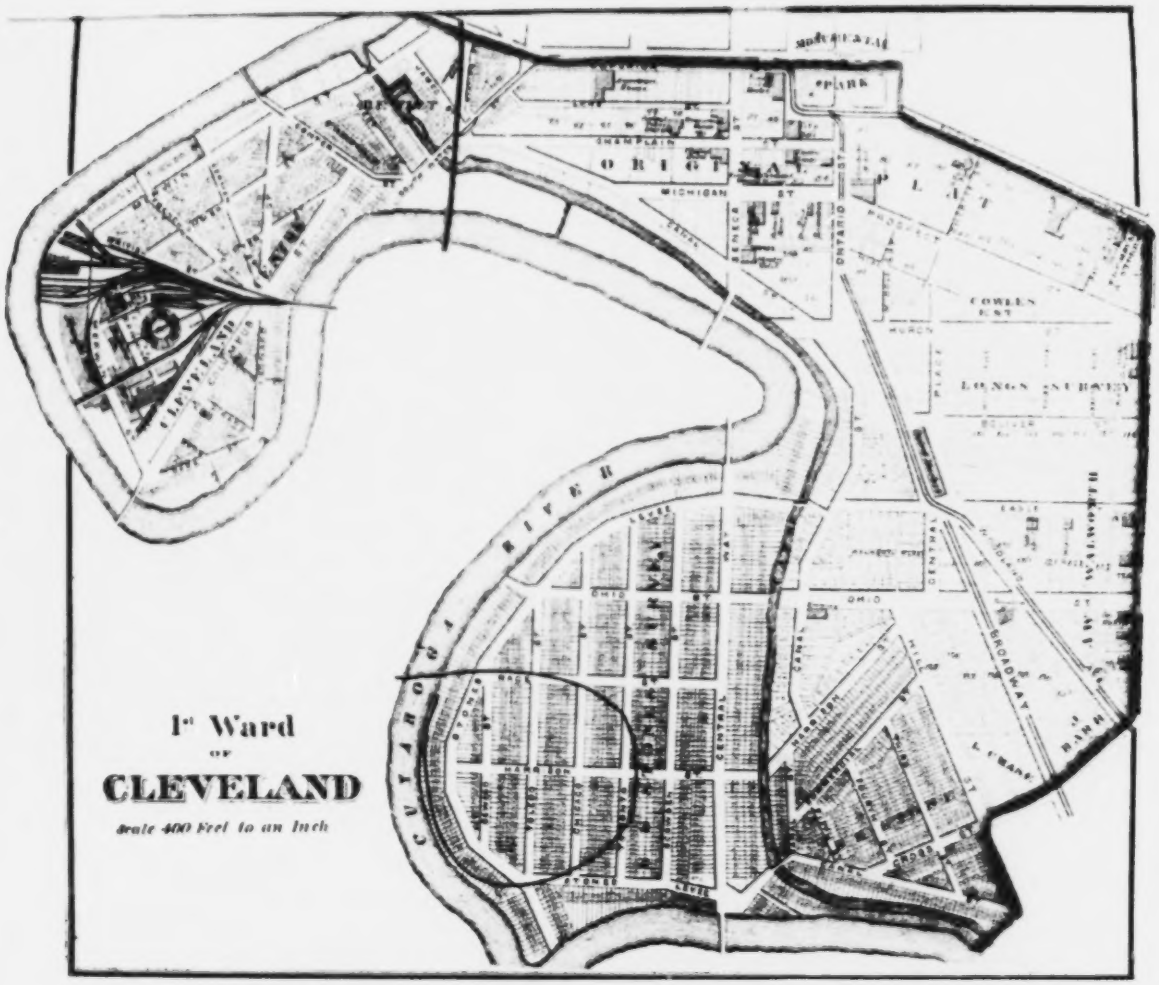
## Focus Map #2

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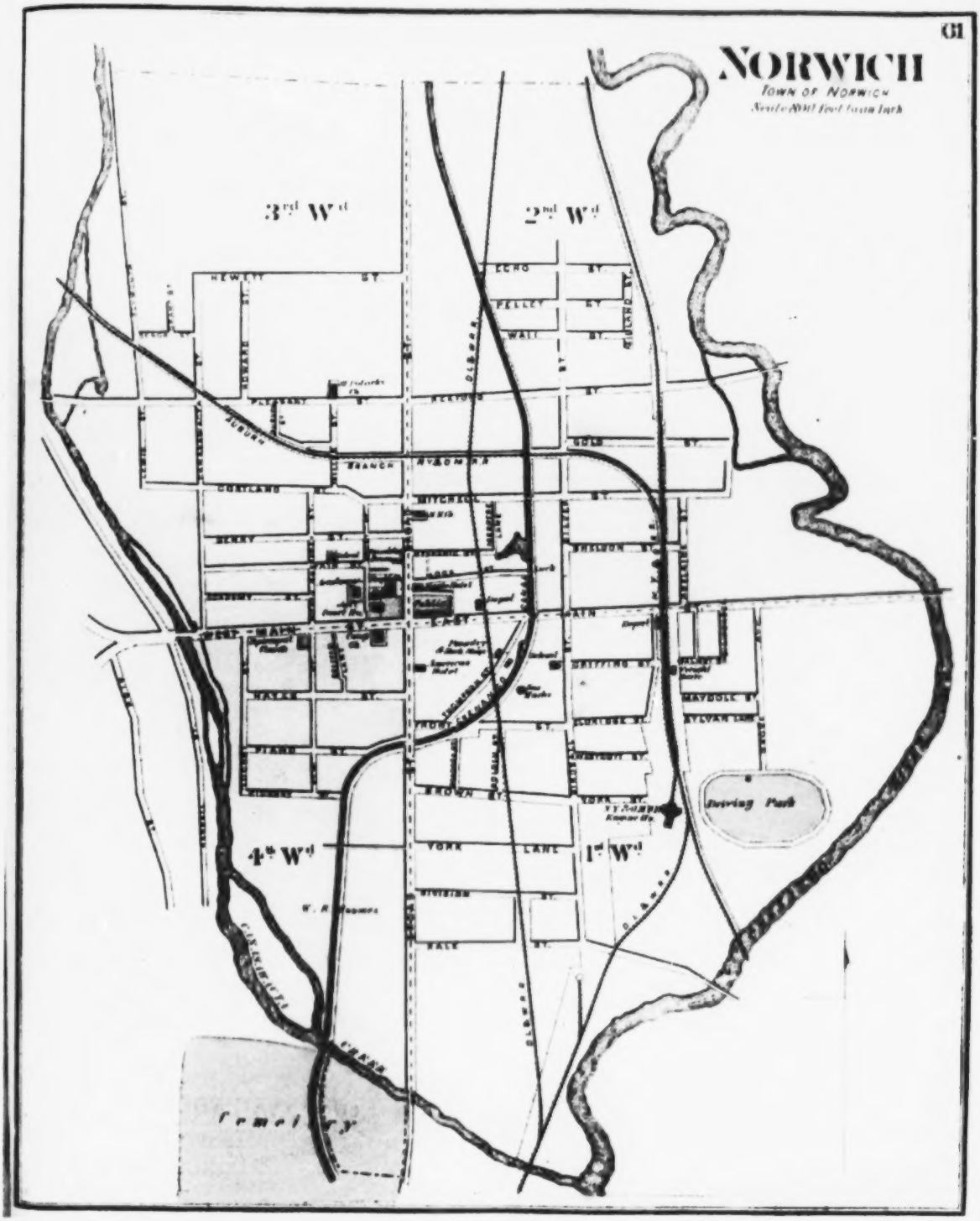
## Focus Map #3



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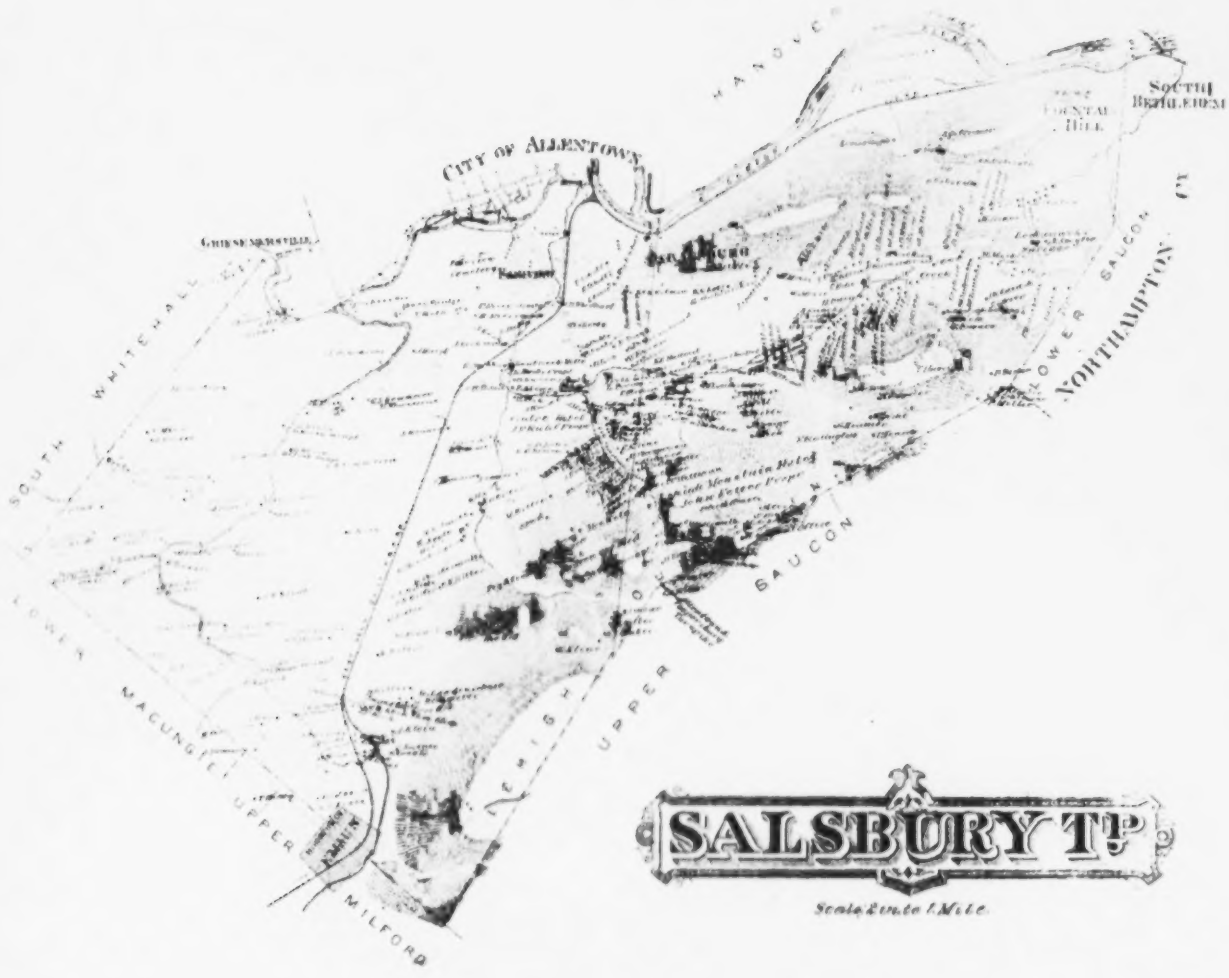
## Focus Map #4

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## Focus Map #5

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# Focus Map #6

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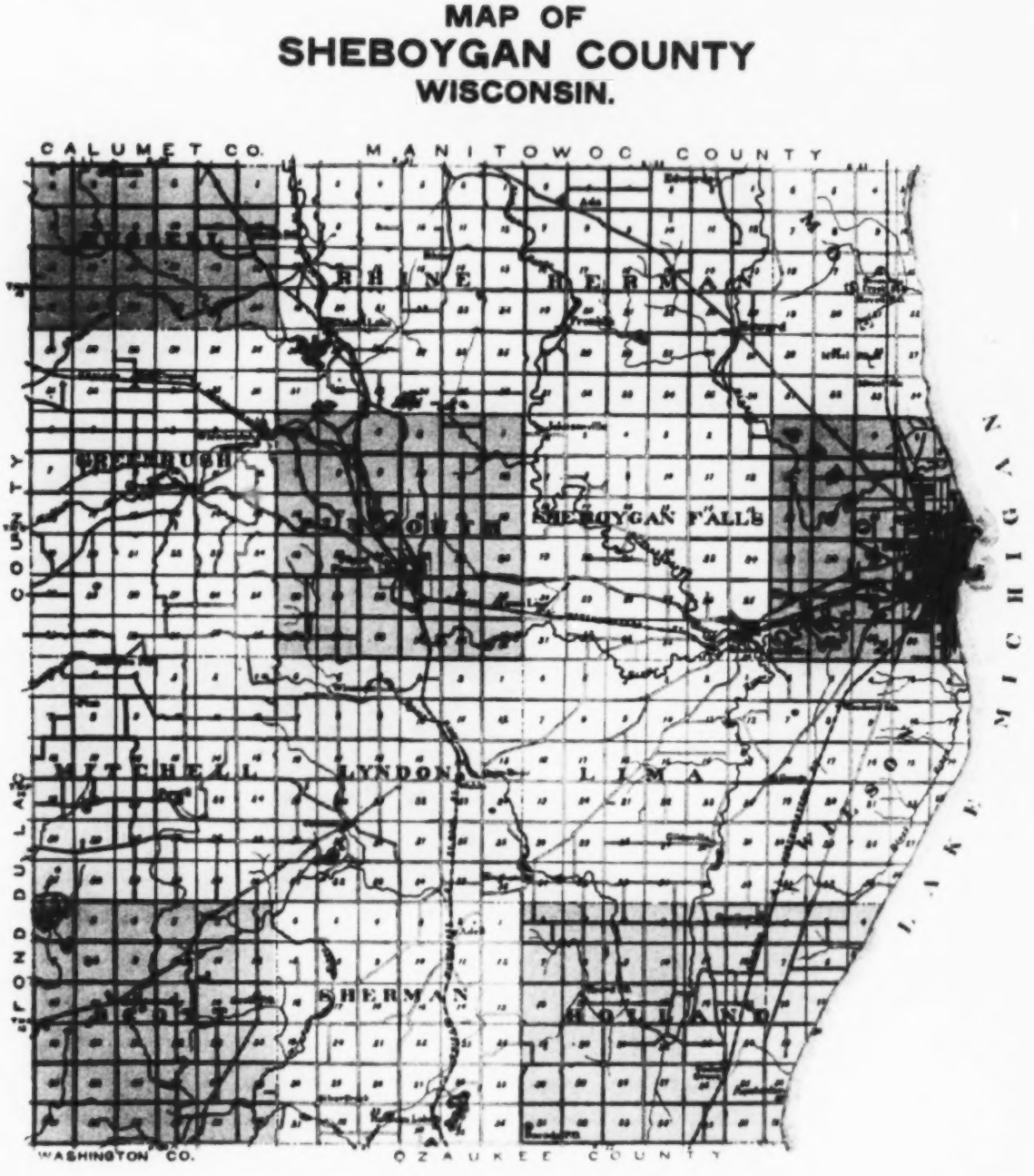
## Focus Map #7

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